



Lincoln Metropolitan Planning Organization

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

To: Technical Committee Members
From: Pam Dingman, Technical Committee Chair
Subject: Technical Committee Meeting

Date: January 26, 2023
Time: 2:30 p.m. – 4:00 p.m.
Place: Room 113 – Bill Luxford Studio, 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 10, 2022](#) Technical Committee meeting
2. [Report](#) on the Rotation of the Technical Committee Officers
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 2023-2024 to FY 2022-2023
 - 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. 66th St./Cotner Blvd./Adams St. - Traffic Signal Replacement – Reprogram Const/CE phase from FY 2023-2024 to FY 2022-2023
- v. 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. [Review and action](#) 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:

- a. NDOT – Coordination of Discretionary Grant Applications

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.

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MEETING RECORD

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

NAME OF GROUP: TECHNICAL COMMITTEE MEETING

DATE, TIME AND PLACE OF MEETING: November 10, 2022, 3:15 p.m., Conference Room 113, County-City Building, 555 S. 10th St., Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: Pam Dingman – Lancaster County Engineer; Elizabeth Elliott - Lincoln Lincoln Transportation and Utilities; Paul Barnes – Planning Dept.; Gary Bergstrom – Lincoln-Lancaster County Health Dept.; Brian Praeuner – StarTran; Kris Humphrey, Thomas Shafer and Erin Sokolik – Lincoln Transportation and Utilities; Stephanie Fisher – City of Waverly; Tom Goodbarn – Nebraska Department of Transportation; Chad Lay – Lincoln Airport Authority; Larry Legg – Lancaster County Engineering; Rich Bishop – Urban Development; Robert Bartja – Parks and Recreation; and Craig Wacker – Nebraska Department of Transportation; (Kelly Oelke – City of Hickman; David Cary and Stephanie Rouse –Planning Dept. absent). Rachel Christopher and Teresa McKinstry of the Planning Dept.; and other interested parties.

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

Dingman then requested a motion approving the minutes of the meeting held August 26, 2022. Motion for approval made by Barnes, seconded by Elliott and carried 13-0: Barnes, Bartja, Bergstrom, Dingman, Elliott, Fisher, Goodbarn, Lay, Legg, Praeuner, Shafer, Sokolik and Wacker voting 'yes'; Bishop and Humphrey abstaining; Cary, Oelke and Rouse absent.

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

PUBLIC HEARING:

November 10, 2022

Members present: Barnes, Bartja, Bergstrom, Bishop, Dingman, Elliott, Fisher, Goodbarn, Humphrey, Lay, Legg, Praeuner, Shafer, Sokolik and Wacker; Cary, Oelke and Rouse absent.

Rachel Christopher stated that this will authorize the use of a Consent Agenda. This was decided on due to the fact that the agenda was quite large and staff expects some future agendas to be large as well. This will let the committee focus on those agenda items that merit further discussion. The Chair will introduce the consent agenda. The secretary will read the consent agenda into the record. It will be voted on as a whole. If an item is to be removed, it will have a separate hearing. Staff believed that items considered as minor amendments to existing projects could be placed on consent. Adding new projects to the Capital

Improvement Program (CIP) or Long Range Transportation Plan (LRTP), or those items with more significant changes would not be on consent.

Dingman stated that given all the work to be done in the future, she is excited for a Consent Agenda to be implemented and sees it as more efficient.

ACTION:

Bergstrom moved approval to authorize the use of a Consent Agenda and adopt the Consent Agenda procedures, seconded by Shafer and carried 15-0: Barnes, Bartja, Bergstrom, Bishop, Dingman, Elliott, Fisher, Goodbarn, Humphrey, Lay, Legg, Praeuner, Shafer, Sokolik and Wacker voting 'yes'; Cary, Oelke and Rouse absent.

CONSENT AGENDA

PUBLIC HEARING:

November 10, 2022

Members present: Barnes, Bartja, Bergstrom, Bishop, Dingman, Elliott, Fisher, Goodbarn, Humphrey, Lay, Legg, Praeuner, Shafer, Sokolik and Wacker; Cary, Oelke and Rouse 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:

Legg moved approval of the Consent Agenda, seconded by Goodbarn and carried 15-0: Barnes, Bartja, Bergstrom, Bishop, Dingman, Elliott, Fisher, Goodbarn, Humphrey, Lay, Legg, Praeuner, Shafer, Sokolik and Wacker voting 'yes'; Cary, Oelke and Rouse absent.

REVISIONS TO THE LINCOLN MPO GROUP PROJECT LISTING ADMINISTRATIVE MODIFICATION PROCESS PUBLIC HEARING:

November 10, 2022

Members present: Barnes, Bartja, Bergstrom, Bishop, Dingman, Elliott, Fisher, Goodbarn, Humphrey, Lay, Legg, Praeuner, Shafer, Sokolik and Wacker; Cary, Oelke and Rouse absent.

Christopher stated that the Group Project Listing Administrative Modification Process was adopted by the MPO (Metropolitan Planning Organization) in 2013. It discusses the ability to have group project listings in the TIP. Under the group header would be multiple projects. Right now, the document permits group listings for maintenance type projects. This document also talks about how modifications to group listings can be done administratively. The aim with these changes was that staff wanted to open it up to have different types of group listings to make it more flexible. On-Street Bike Facilities was a potential topic. This item was placed on hold. Staff is still in discussion with the Federal Highway Administration (FHWA) on some details. In the future, we hope to bring this forward again.

ACTION:

Bergstrom moved approval of revisions to the Lincoln MPO Group Project Listing Administrative Modification Process, seconded by Barnes and carried 15-0: Barnes, Bartja, Bergstrom, Bishop, Dingman, Elliott, Fisher, Goodbarn, Humphrey, Lay, Legg, Praeuner, Shafer, Sokolik and Wacker voting 'yes'; Cary, Oelke and Rouse absent.

REVIEW AND ACTION ON REVISIONS TO THE LINCOLN MPO 2050 LONG RANGE TRANSPORTATION PLAN (LRTP); A) N. 14TH 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. 98TH 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: Barnes, Bartja, Bergstrom, Bishop, Dingman, Elliott, Fisher, Goodbarn, Humphrey, Lay, Legg, Praeuner, Shafer, Sokolik and Wacker; Cary, Oelke and Rouse absent.

Christopher stated this is an amendment to the LRTP. It would be adding a new rural road project to the County for 14th Street from Alvo Rd. to Ashland Rd. to the fiscally constrained list. This is a project that was awarded from the Nebraska Department of Transportation (NDOT) highway safety improvement funds. The main improvement would be overlaying the pavement, adding surface shoulders and widening. The total cost of the project is estimated at \$12 billion. It would also be funded partly through a transportation block grant and a local match. This will be moved to the fiscally constrained plan. There will be two new segments added. Corresponding to that, the County has requested to adjust the funding down for the last ranked project at N. 98th Street. This goes to Planning Commission next month as they need to review this as well.

Dingman wanted to say that with regard to N. 14th Street, this is a new program that NDOT has implemented. They rolled it out with an explanation and a really good map that showed if a road was eligible for this type of funding. In particular, this HSIP (Highway Safety Improvement Program) helps fund rural roads that are eleven foot or less drive lane with more than 1,000 cars a day. The best thing about this is the ease for which projects can be added.

ACTION:

Shafer moved approval of revisions to the Lincoln MPO 2050 Long Range Transportation Plan, a) N. 14th 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. 98th 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 Legg and carried 15-0: Barnes, Bartja, Bergstrom, Bishop, Dingman, Elliott, Fisher, Goodbarn, Humphrey, Lay, Legg, Praeuner, Shafer, Sokolik and Wacker voting 'yes'; Cary, Oelke and Rouse absent.

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

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

PUBLIC HEARING:

November 10, 2022

Members present: Barnes, Bartja, Bergstrom, Bishop, Dingman, Elliott, Fisher, Goodbarn, Humphrey, Lay, Legg, Praeuner, Shafer, Sokolik and Wacker; Cary, Oelke and Rouse absent.

Christopher stated that this will add the N. 14th Street project from Alvo Road to Ashland Road to the program. The total project cost is around \$12 million.

ACTION:

Legg moved approval of revisions to the FY 2023-2026 Transportation Improvement Program, a) Lancaster County Engineering Program, i) N. 14th Street (Alvo Road to Ashland Road) – add project and program federal funds, seconded by Shafer and carried 15-0: Barnes, Bartja, Bergstrom, Bishop, Dingman, Elliott, Fisher, Goodbarn, Humphrey, Lay, Legg, Praeuner, Shafer, Sokolik and Wacker voting ‘yes’; Cary, Oelke and Rouse 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. 84th Street/Russwood Parkway Intersection Improvements – add project and program federal funds, 2) S. 70th and Nebraska Parkway (Highway 2) Intersection Improvements – add project and program federal funds

PUBLIC HEARING:

November 10, 2022

Members present: Barnes, Bartja, Bergstrom, Bishop, Dingman, Elliott, Fisher, Goodbarn, Humphrey, Lay, Legg, Praeuner, Shafer, Sokolik and Wacker; Cary, Oelke and Rouse absent.

Christopher stated that this will add two new projects and funding for US-34 and S. 84th Street intersection improvements, and S. 70th Street and Highway 2 intersection improvements to the program.

ACTION:

Shafer 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. 84th Street/Russwood Parkway Intersection Improvements – add project and program federal funds, and 2) S. 70th and Nebraska Parkway (Highway 2) Intersection Improvements – add project and program federal funds, seconded by Goodbarn and carried 15-0: Barnes, Bartja, Bergstrom, Bishop, Dingman, Elliott, Fisher, Goodbarn, Humphrey, Lay, Legg, Praeuner, Shafer, Sokolik and Wacker voting ‘yes’; Cary, Oelke and Rouse 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: Barnes, Bartja, Bergstrom, Bishop, Dingman, Elliott, Fisher, Goodbarn, Humphrey, Lay, Legg, Praeuner, Shafer, Sokolik and Wacker; Cary, Oelke and Rouse absent.

Christopher stated that this amendment is for the Multimodal Center. This is modifying the project listing. Right now, there is a listing for some initial feasibility and design work. This would amend the TIP to reflect construction. The total project cost is estimated around \$32.8 million and construction in FY 2025-2026.

Elliott stated that Transportation and Utilities is working on the details. It will be good to get it going.

ACTION:

Elliott 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 Shafer and carried 15-0: Barnes, Bartja, Bergstrom, Bishop, Dingman, Elliott, Fisher, Goodbarn, Humphrey, Lay, Legg, Praeuner, Shafer, Sokolik and Wacker voting ‘yes’; Cary, Oelke and Rouse 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: Barnes, Bartja, Bergstrom, Bishop, Dingman, Elliott, Fisher, Goodbarn, Humphrey, Lay, Legg, Praeuner, Shafer, Sokolik and Wacker; Cary, Oelke and Rouse absent.

Christopher stated that the first project would reflect an interlocal project that was adopted. Each entity has pledged \$32 million towards this. This is for airports to attract service. They are showing it in the TIP in 2022-2023 noting that funds can be used in any of the four fiscal years. A second additional project is for HVAC tower reconstruction for a cost of around \$1 million in 2022-2023.

Lay commented that the funds will only be expended if needed. The HVAC was an additional grant that was received.

ACTION:

Goodbarn 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 Elliott and carried 15-0: Barnes, Bartja, Bergstrom, Bishop, Dingman, Elliott, Fisher, Goodbarn, Humphrey, Lay, Legg, Praeuner, Shafer, Sokolik and Wacker voting ‘yes’; Cary, Oelke and Rouse absent.

BRIEFING ON AIRPORT MASTER PLAN:

Chad Lay wanted to brief the committee on the master plan process. This was delayed a few years due to the pandemic. Things are coming back and we want to push forward with our effort. He wanted to give some background about the airport. We have around 5,000 acres that is under control of the LAA (Lincoln Airport Authority). There is a small section in the middle that is National Air Guard base. There is also the terminal building. There is a renovation project going on there. There are some businesses on the east side such as Duncan aviation, Atlantic Aviation, another maintenance operation, a flight school and some hangars. The overall master plan process is one that is driven by the primary funding mechanism that receives transportation dollars, specifically under the airport improvement program. We are required to have an updated master plan to qualify for those dollars. The FAA wants us to complete a master plan so they can see we have a long range plan. They review this. We start with evaluating the current conditions. We look at the inventory and users. We look at aircraft operations and develop a forecast. The forecasts are submitted to the FAA. Phase Two is we start to collect data from stakeholders, then we develop several different alternatives. That was just completed recently. The consultant is in the process of coming up with Phase Three, a recommended concept. Once we have that, we will put together the financial plan. Once that is done, the final piece is an ALP, Airport Layout Plan. That is the last piece required from the FAA. He showed a map of the existing airside facilities. They are into an evaluation of historic enplanements. That was falling, but is now coming back across the country. If anyone has flown, they have seen a lot of delayed flights. They go through a detailed forecast with the consultant. They look at overall operations and deplanements. In addition to the broad numbers themselves, we have to look at category of aircraft. Different aircraft have different needs. Ultimately, the goal is to determine critical design aircraft. This is what we use as a justification for the taxiways and the maintaining of them. Once they go through that process, that is what is used as justification for the airport facilities. We also look at what needs fixed. He showed an exhibit of some hot spots. Different lengths of runways are required for different aircraft. Different taxiways, approach aids, lighting and marking is needed. When we look at runway reconstruction to see what is justified for the length, FAA funding is taken into consideration. He showed some changes in geometry that are being looked at in the plan. They are trying to fix areas of bad intersections and those that don't meet current design standards. They also looked at the airport terminal. They are currently under a project that is expanding and updating the facility. He showed the area of expansion. They also came up with a much longer twenty year terminal development plan. There is a plan in place to meet demand if it is needed.

Barnes pointed out the floodplain shown on one of the maps. There are rules and regulations that need to be followed. Lay stated they have gone back and forth with the FAA on that point. There are some

levies there. Some have been decertified. It doesn't seem to be a significant problem for the airfield. He acknowledged that is something they need to take a hard look at.

Bergstrom wondered if the plan will cover the airport and the park, or just the airport. Lay stated they will have a chapter in the master plan that will cover some of the development.

OTHER TOPICS:

- Dingman believes something we need to think about in the future is how planning and parks works when we acquire land, particularly prairie land in the county. Engineering is working on a project where we can't get the infrastructure we need. They are working with 60 foot right-of-way that should be 120 feet. Prairie land in the county is difficult to work around. She believes if we can come up with something in the future with how we can work with those, it would be advantageous. It seems like we should have a better plan.
- Bergstrom stated that the EPA (Environmental Protection Agency) Clean Air Act requires them to re-evaluate air quality standards periodically. Under the previous Presidential administration, they were left 'as is'. They are now under reconsideration. Last we knew, they were considering reductions to annual fine particulate matter. The good news is that we still have very good air quality and below the standards. Right now, we don't know what the proposed standards will be. He wanted to bring that to awareness. There seems to be some real movement on the standard, as well as the ozone standards.

Dingman inquired if it is known how much notice we will have. Bergstrom doesn't know. They will set up a comment period. He would think on a significant proposal, there would be a pretty broad comment period. He reiterated there has been no proposal yet. There may not be a final rule for some time. He wouldn't be surprised if a proposal came forward in the next year or two.

Goodbarn questioned how often the air is tested. Bergstrom noted it is monitored continuously every hour. Fine particulate matter uses a filter that gets weighed and analyzed. They also have a BAM federal equivalent monitor. That runs constantly and that data gets put online. Particulate monitors are on the roof of the Health Dept. The ozone monitor is in Davey, Nebraska. There is one on the Lancaster County shop as well.

Barnes wondered ultimately if changes go into effect, if that would affect attainment. Bergstrom doesn't believe so. Barnes asked if we would receive additional funding. Bergstrom can't say for sure on the funding mechanism. He hasn't dealt with it directly. If they establish us being non-attainment, we would work with the Nebraska Dept. of Environmental Quality on what we are going to do and what changes would be made for air quality. They have to look at the primary source of air pollution for the ozone. The primary would be transportation. We would have to look at all the sectors. He doesn't see us going non-attainment. Once a standard is proposed, those will be discussed.

Wacker noted that once we go into transportation, non-attainment could be problematic. Everything that goes into the TIP will have to go through a process.

Elliott made a motion to adjourn, seconded by Bergstrom and carried 15-0: Barnes, Bartja, Bergstrom, Bishop, Dingman, Elliott, Fisher, Goodbarn, Humphrey, Lay, Legg, Praeuner, Shafer, Sokolik and Wacker voting 'yes'; Cary, Oelke and Rouse absent.

There being no further business, the meeting was adjourned at 2:05 p.m.

ISSUE

REPORT: Rotation of the Technical Committee Officers

BACKGROUND

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

At the January 2022 Technical Committee meeting, the Chair was rotated to Pam Dingman, Lancaster County Engineer. In 2021, Elizabeth Elliot, Director of the Lincoln Transportation & Utilities Department, served as the Chair.

For 2023, the Chair of the Technical Committee will be rotated to David Cary, Director of the Lincoln-Lancaster Planning Department, and Elizabeth Elliot will serve as the Vice Chair of the Technical Committee.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACT

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Rachel Christopher
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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

None.

RECOMMENDATION

Approval of the consent agenda.

STAFF CONTACT

Rachel Christopher
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402-441-7603

*Lincoln Metropolitan Planning Organization
Transportation Improvement Program*

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



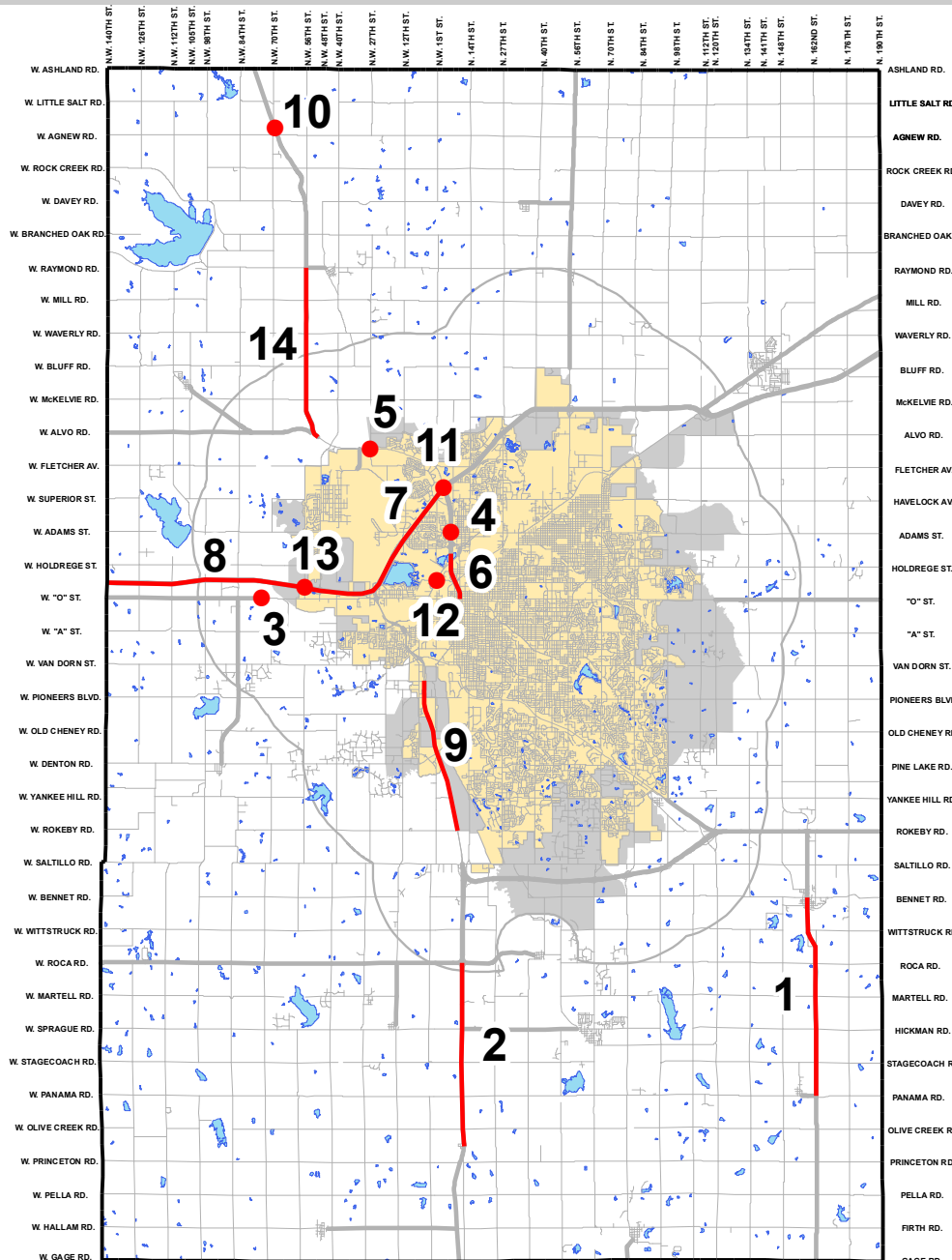
- INTERCHANGE/BRIDGE
- ROAD IMPROVEMENT
- FUTURE SERVICE LIMIT

- #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.



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

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.
- 66th St./Cotner Blvd./Adams St. - Traffic Signal Replacement – Reprogram Const/CE phase from FY 2023-2024 to FY 2022-2023.
- 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

None.

RECOMMENDATION

Approval of the consent agenda.

STAFF CONTACT

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rchristopher@lincoln.ne.gov
402-441-7603

Lincoln Metropolitan Planning Organization
Transportation Improvement Program

Transportation and Utilities
FY 2023 - 2026



City-Wide Projects:

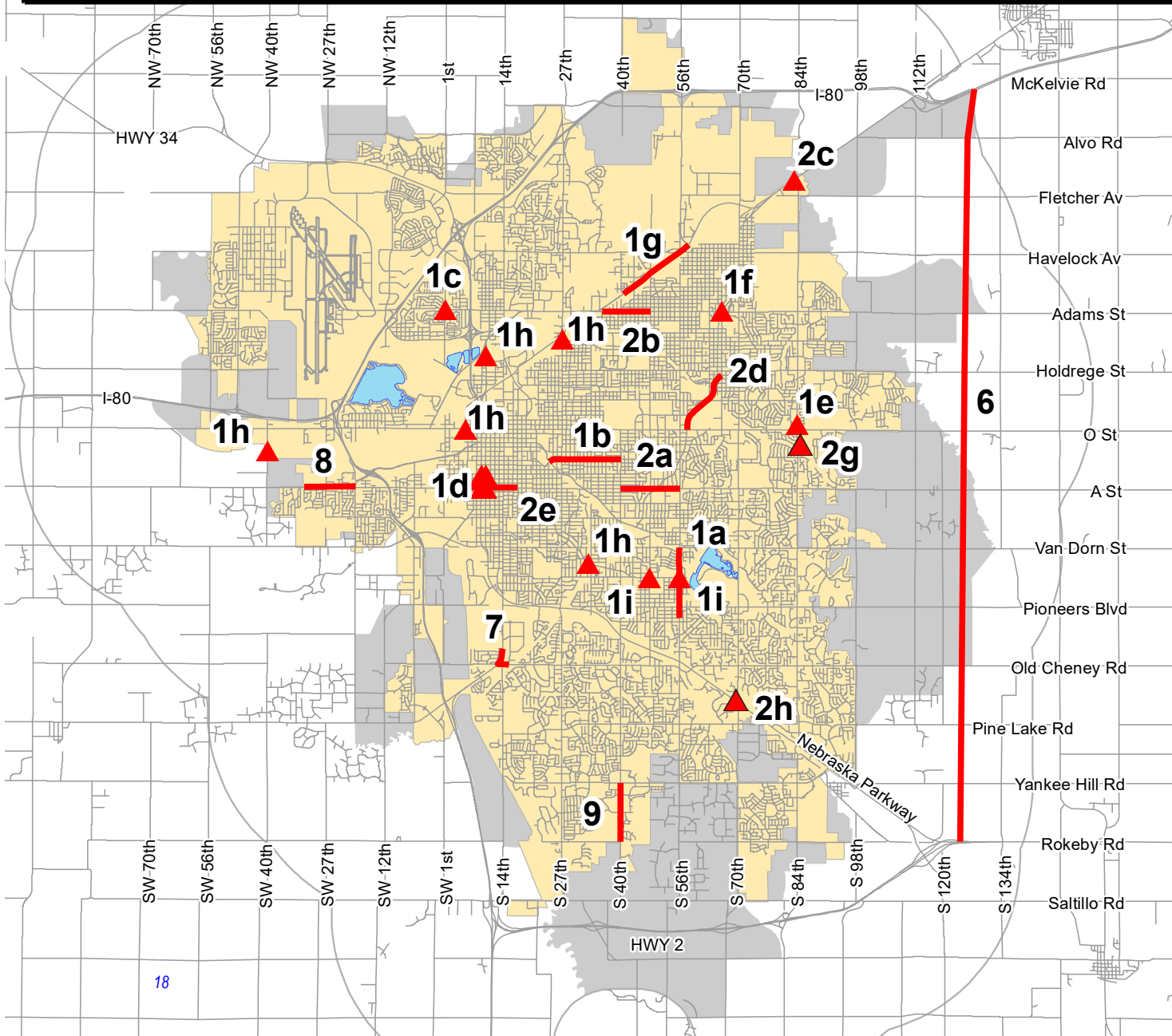
- #1 Transportation System Preservation (TSP)
 - a. S 56th St, Spruce St to Van Dorn (Pavement Repair)
 - b. Randolph St, Capital Parkway to 40th St (Rehab)
 - c. 1st St & Cornhusker (Signal)
 - d. 9th & A St, 9th & D St, 10th & A St, 10th & D St (Signal)
 - e. N 84th St & College Park (Signal)
 - f. 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



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		PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)						
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	(Control Number)	(Project Number)	(Work Phase)	PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS			
					PRIOR FISCAL YEARS	FS	2022-23	FS	2023-24			FS	2024-25	FS
1 Amend (Modify)	Transportation System Preservation 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		287.2 LN		1,259.6 LN		1,140.0 LN		831.8 LN	
					0.0 STIC		0.0 STIC		0.0 STIC		0.0 STIC		0.0 STIC	
					2,011.7 LC		1,152.8 LC		4,978.2 LC		4,560.0 LC		3,327.2 LC	
					0.0 HS		0.0 HS		0.0 HS		0.0 HS		0.0 HS	
					0.0 CV		0.0 CV		1,058.2 CV		0.0 CV		0.0 CV	
					TOTAL	2,514.6		1,440.0		7,296.0		5,700.0		4,159.0
2 Amend (Modify)	Transportation System Optimization 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	
					0.0 STIC		79.0 STIC		21.0 STIC		0.0 STIC		0.0 STIC	
					1,458.5 LC		1,690.3 LC		5,960.9 LC		0.0 LC		9,556.4 LC	
					0.0 HS		165.2 HS		4,553.0 HS		5,991.5 HS		5,991.5 HS	
					0.0 CV		0.0 CV		1,256.7 CV		0.0 CV		0.0 CV	
					TOTAL	2,633.1		3,199.6		13,901.8		6,761.6		18,235.5

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				
				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)						
1	Transportation System Preservation								
	a. South 56th Street, Spruce Street to Van Dom Street - Pavement Repair Project								
Amend (Modify)	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
	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								
	c. 1st Street & Cornhusker - Traffic Signal Replacement								
Amend (Modify)	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
	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								
	d. 9th & A St., 9th & D St., 10th & A St., 10th & D St. - Traffic Signal Replacement								
Amend (Modify)	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
	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								
	f. 66th St./Cotner Blvd./Adams St. - Traffic Signal Replacement								
Amend (Modify)	This project may include replacing the traffic signal poles, new conduit and cable around the intersection, 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, however some Construction Easements may be needed.		PE	128.0	LC				
			PE	32.0	LN				
			ROW			20.0	LC		
			ROW			4.0	LN		
			Utilities						
			Const/CE			288.0	LC		
			Const/CE			72.0	LN		
		C.N. 13438	LCLC-5245(2)	TOTAL	160.0	384.0	0.0	0.0	0.0
	Amendment Description: Reprogram Const/CE phase from FY 2023-2024 to FY 2022-2023.								
	<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. C.N. 13491 LCLC-55(188)	PE PE Const/CE Const/CE TOTAL	488.8 122.2 611.0	LC LN 0.0		3,271.2 817.8 4,089.0	LC LN 0.0		0.0	4,700.0
Amendment Description: 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										
2	Transportation System Optimization									
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. C.N. 13440 LCLC-5250(4)	PE PE ROW ROW Const/CE Const/CE Const/CE TOTAL	288.0 72.0 360.0	LC LN 20.0 LC 5.0 LN		1,114.6 1,256.7 278.7 2,650.0	LC CV LN 0.0		0.0	3,035.0
Amendment Description: Reprogram ROW 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)	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. C.N. 13498 LCLC-5237(4)	PE PE ROW ROW Const/CE Const/CE TOTAL	770.5 192.6 963.1	LC LN 0.0		200.0 50.0 4,366.3 1,091.6 5,707.9	LC LN LC LN 0.0		0.0	6,671.0
Amendment Description: Reprogram ROW 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										

ISSUE

VOTE: Amendment to the MPO Management Plan

BACKGROUND

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

None.

RECOMMENDATION

Approve the amendment to the MPO Management Plan.

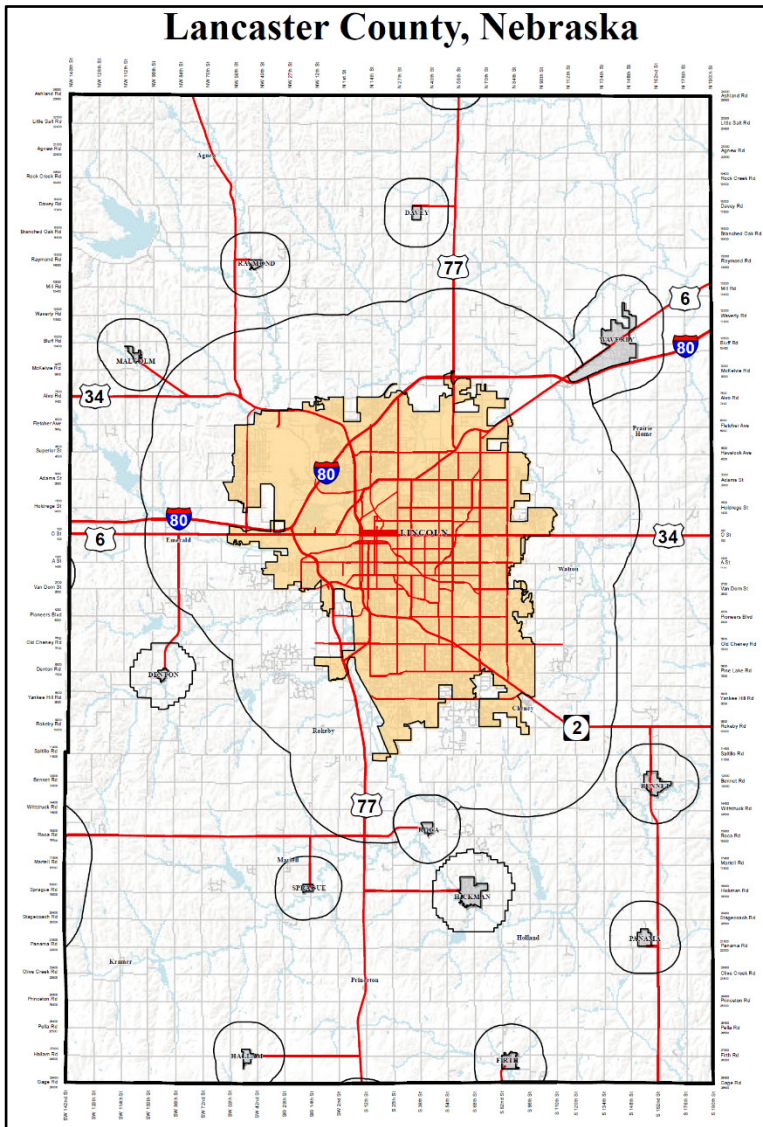
STAFF CONTACT

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402-441-7603

Lincoln Metropolitan Planning Organization



Management Plan

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



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Lincoln, NE 68508
402-441-7491
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

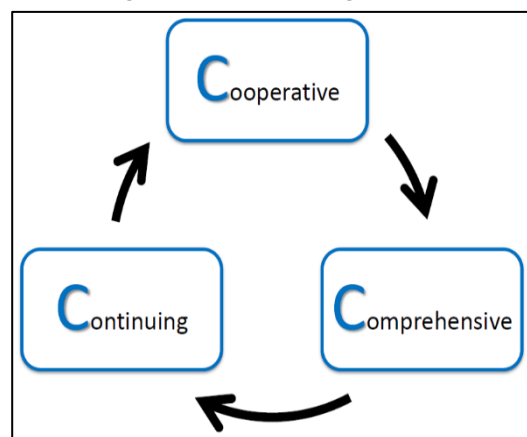
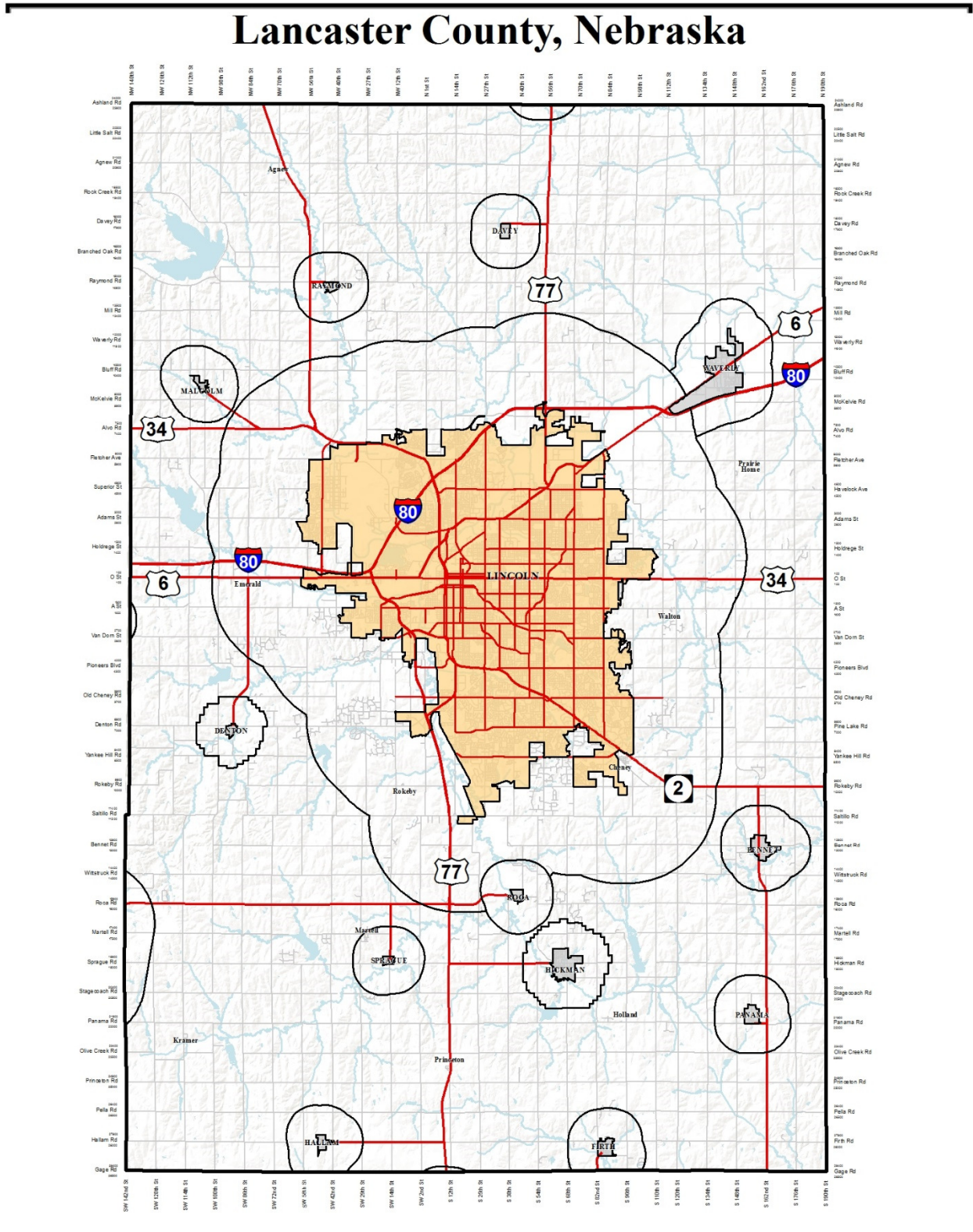


Figure 2 Lincoln MPO Metropolitan Planning Area Map



F:\VTS\Projects\TIP\TIP11121314\CountyIndex.mxd

~~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 f~~ederal 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 f~~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

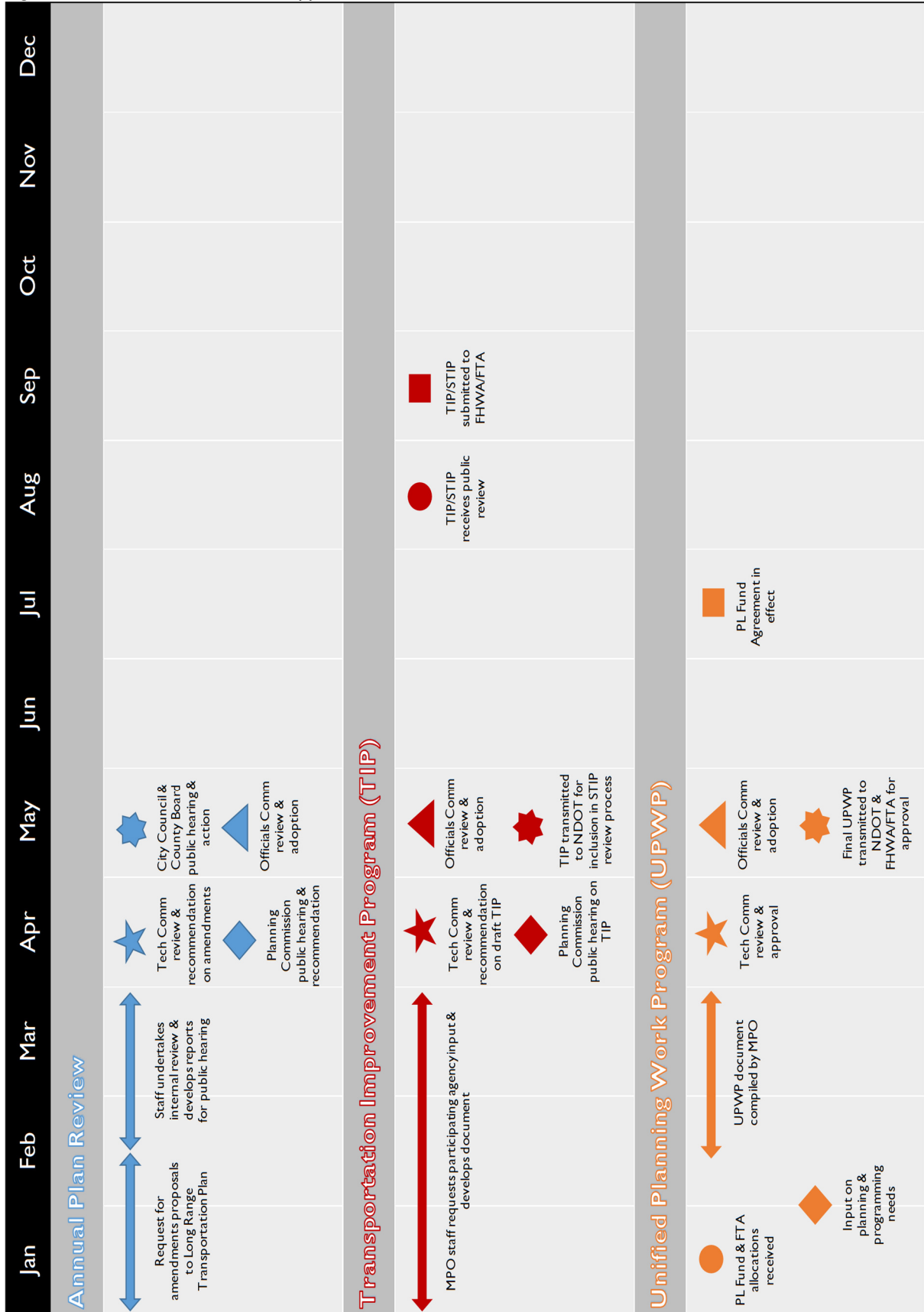
A self-review and evaluation of the transportation planning process for the Lincoln MPO is conducted each year assessing its compliance with applicable federal metropolitan planning laws and regulations. A report is prepared, reviewed and acted upon by the MPO's Technical and Officials Committees regarding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

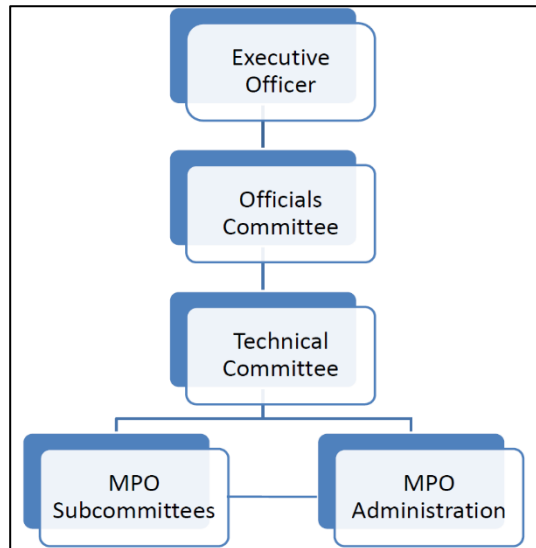


3.0 Organization and Administration

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:

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

Lead Agency:

- Planning Department

Membership:

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

Work Items:

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

Meetings:

- Subject to call as circumstances arise.

Reporting:

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

3.5.2. Programming and Funding Committee

Lead Agency:

- Planning Department

Membership:

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

Work Items:

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

Meetings:

- Subject to call as circumstances arise.

Reporting:

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

3.5.3. System Management and Operations Committee

Lead Agency:

- Transportation & Utilities-Engineering Services

Membership:

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

Work Items:

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

Meetings:

- Subject to call as circumstances arise.

Reporting:

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

3.5.4. Multi-Modal Committee

Lead Agency:

- Planning Department

Membership:

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

Work Items:

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

Reporting:

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

3.5.5. Special Studies and Projects Committee

Lead Agency:

- Variable

Membership:

- Ad Hoc/Standing

Work Items:

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

Meetings:

- Subject to call as circumstances arise.

Reporting:

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

3.6 MPO Administration

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

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

3.7 MPO Meetings

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

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

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

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

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

Lincoln Metropolitan Planning Organization

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

Bylaws of the Officials Committee

for the Lincoln Metropolitan Planning Organization

Article I. Officials Committee

Section 1. Name

The name of this Committee shall be the Officials Committee.

Section 2. Purpose and Intent

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

Section 3. Membership

- A. The membership of this Committee shall be as outlined in the "Lincoln MPO: Management Plan" document. Any Committee member who will be absent from a meeting shall have the right to appoint a representative of the same affiliation to serve in place of that member. 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

Appendix E:

Bylaws of the Technical Committee

Bylaws of the Technical Committee

for the Lincoln Metropolitan Planning Organization

Article I. Organization

Section 1. Name

The name of this Committee shall be the Technical Committee.

Section 2. Purpose and Intent

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

Section 3. Membership

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

Article II. Officers

Section 1. Officers

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

Section 2. Duties of Officers

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

Article III. Meetings

Section 1. Time of Meetings

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

Section 2. Notice of Meetings

The notice of meetings shall be ~~mailed-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

None.

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
402-441-7603

MEMORANDUM

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*

- 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.

Table 1: NDOT Targets for Safety (PM1)					
Performance Measures	Target 2015-2019	Target 2016-2020	Target 2017-2021	Target 2018-2022	Target 2019-2023
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.

Table 2: NDOT Targets for Infrastructure Condition (PM2)				
Performance Measures	4-Year Target	Statewide - Actual		
		2019	2020	2021
% 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.

Table 3: NDOT Targets for System Performance (PM3)							
Performance Measures	4-Year Target	Statewide - Analysis			Lincoln MPO - Analysis		
		2019	2020	2021	2019	2020	2021
% 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.

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.

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

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

RECOMMENDATION

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

STAFF CONTACT

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Lincoln Metropolitan Planning Organization
Transportation Improvement Program

Ped, Bike and Trails
FY 2023 - 2026



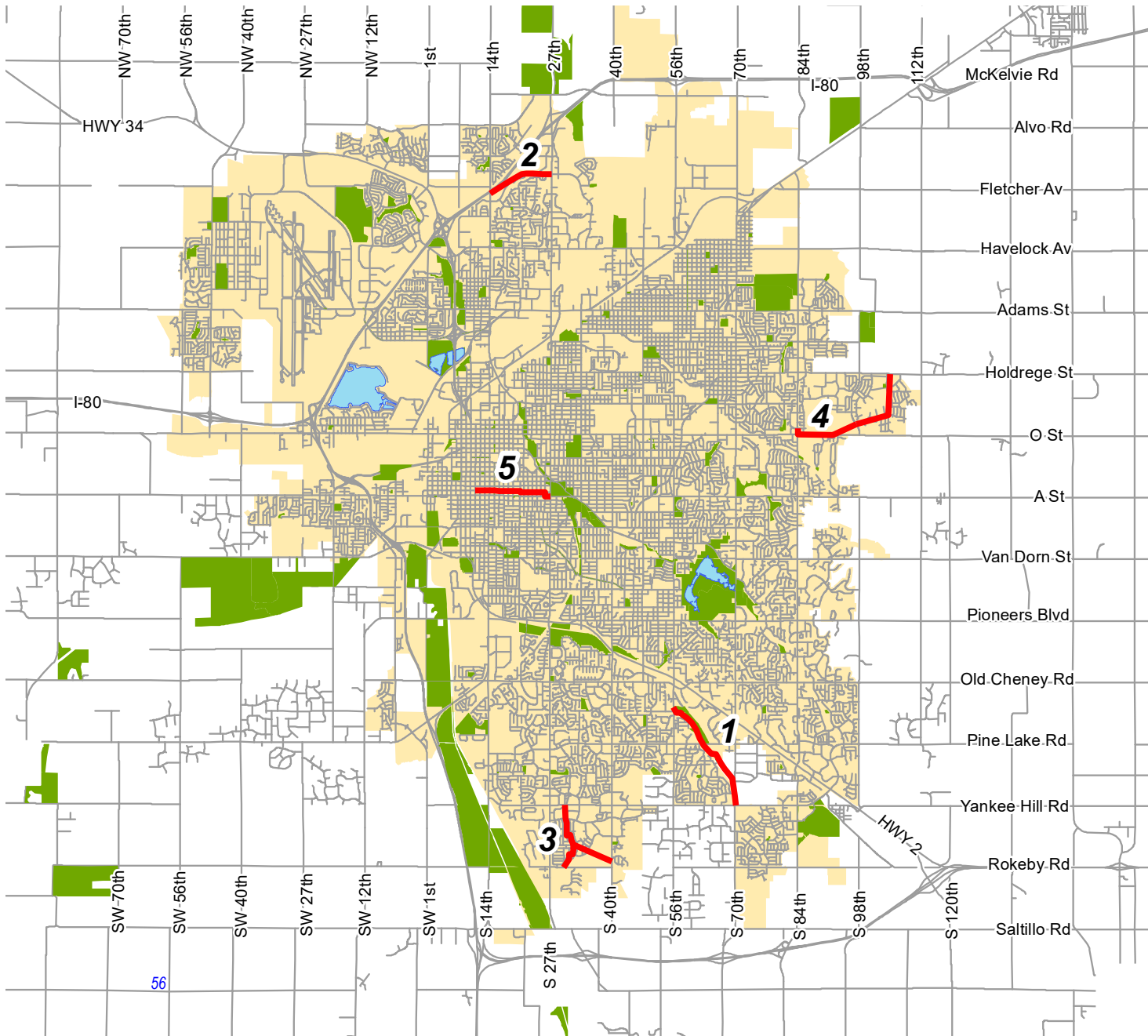
-  Trail Projects
-  Existing Parks
- #1 Beal Slough Trail Project**
- #2 Fletcher Landmark Trail**
- #3 Wilderness Hills Trail**
- #4 Waterford Trail**
- #5 B Street Bicycle Boulevard**



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)	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		
(Control Number)	(Project Number)	(Work Phase)						
City of Lincoln Parks & Recreation Department								
4	Waterford Trail Phase 1	PE						
Amend	Starting with a trail connection at 84th St. Trail at 84th St. and College Park	PE		80.0 OF	278.3 TA			
(Modify)	Rd, this new 10' wide trail will generally extend NE through Southeast	ROW/Utilities		20.0 LN	69.6 LN			
	Community College and Waterford Estates until reaching its terminus at	ROW/Utilities			20.0 OF	347.8 TA		
	104th St. and Holdrege St.	Const/CE			760.0 OF		1,567.8 TA	
	Amendment Description: Combine with Project 5 for Waterford Trail Phase 2,	Const/CE			400.0 OF		391.9 LN	
	increase cost estimates and program federal funds.	TOTAL	0.0	100.0	347.9	434.7	1,959.7	0.0
	<input type="checkbox"/> New <input type="checkbox"/> Deleted <input checked="" type="checkbox"/> Schedule <input checked="" type="checkbox"/> Budget <input checked="" type="checkbox"/> Scope							2,742.3
5	Waterford Trail Phase 2	PE						
Amend	Beginning at 84th Street and College Park east across the Southeast	PE				80.0 OF		
(Remove)	Community College campus to the corner of 98th and Boathouse Road,	ROW				20.0 LN		
	approximatly 1 mile	Utilities					20.0 OF	
	Amendment Description: Combine with Project 4 for Waterford Trail Phase 1.	Construction					760.0 OF	
	<input type="checkbox"/> New <input checked="" type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> Scope	CE					100.0 OF	
		TOTAL	0.0	0.0	0.0	100.0	900.0	0.0
								1,000.0
City of Lincoln/Lancaster County Planning Department								
5	B Street Bicycle Boulevard	PE			24.2 LN			
Amend	Bicycle boulevard pavement markings and signage on B Street from 11th to 26th Street and	PE			50.4 CDBG			
(Add)	26th Street from A to B Streets, bump outs at 11th and 12th Streets, and a sidepath on A	Const/CE				289.8 CDBG		
	Street from 26th to 27th Streets.	Const/CE				130.9 TA		
	Amendment Description: Add project and program federal funds.	Const/CE				26.6 LN		
	<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> Scope	TOTAL	0.0	0.0	74.6	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 January Technical Committee meeting.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACT

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Lincoln MPO Transportation Improvement Program

Working Schedule for the FY 2024-27 Program

Date	Task
December 14	MPO sets schedule and requests input for TIP report
January 17	Agencies submit draft TIP project data to MPO
January 18-27	MPO compiles agency review of draft TIP
February 1	MPO Programming and Funding Committee reviews and coordinates proposed TIP projects and resolves programming conflicts
February 7	MPO Programming and Funding Committee (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	MPO Programming and Funding Committee finalizes the proposed TIP and forward to Technical Committee for review/action and Planning Commission for public hearing
April 19	Planning Commission briefing on the proposed TIP
April 13	MPO Technical Committee Finalizes Draft TIP and forward to the MPO Officials Committee for Review/Adoption
May 3	Planning Commission holds a <u>Public Hearing</u> on the TIP
May 10	Officials Committee Reviews/Adopts TIP
May – 3 rd week	TIP sent to NDOT to be included in STIP
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