



# Lincoln Metropolitan Planning Organization

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

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

**Date:** February 3, 2021  
**Time:** 9:00 a.m. – 10:00 a.m.  
**Place:** Council Chambers, County-City Building

## Meeting Agenda:

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

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

## ACCOMMODATION NOTICE

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

## MEETING RECORD

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

<b>NAME OF GROUP:</b>	TECHNICAL COMMITTEE MEETING
<b>DATE, TIME AND PLACE OF MEETING:</b>	October 16, 2020, 3:00 p.m., City Council Chambers, County-City Building, 555 S. 10 <sup>th</sup> St., Lincoln, NE
<b>MEMBERS AND OTHERS IN ATTENDANCE:</b>	David Cary – Planning Department, Pam Dingman – County Engineering, Elizabeth Elliott – Lincoln Transportation and Utilities; Paul Barnes – Planning Dept.; Mark Lutjeharms and Thomas Shafer – Lincoln Transportation and Utilities (LTU); Michael Davis and Brian Praeuner – StarTran; Roger Figard – Railroad Transportation Safety District; Robert Bartja – Parks and Recreation; Larry Legg – Lancaster County Engineer; Rick Bishop – Urban Development; Thomas Goodbarn – Nebraska Dept. of Transportation; Chad Lay – Lincoln Airport Authority; Rich Bishop – Urban Development; Gary Bergstrom and Kellee Van Bruggen absent. Allan Zafft and Teresa McKinstry of the Planning Dept.; Bill Troe with SRF Consulting Group and Jared Gulbranson with WSP appeared online via © Zoom Video Communications; and other interested citizens.

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

Cary then requested a motion approving the minutes of the meeting held April 17, 2020. Motion for approval made by Figard, seconded by Shafer and carried 14-0: Barnes, Bartja, Bishop, Cary, Dingman, Elliott, Figard, Goodbarn, Lay, Legg, Lutjeharms, Praeuner, Shafer and Wacker voting 'yes'; Bergstrom and Van Bruggen absent.

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

Allan Zafft stated that the FY 2021-2024 TIP was approved last week. This proposed amendment involves two projects and the Transportation System Optimization. The amendments are to Beal Slough Trail and Fletcher Landmark Trail. For Beal Slough Trail, there is reprogramming of right-of-way, construction and construction engineering phases. Regarding Fletcher Landmark Trail, the programming is being revised for the preliminary engineering phase. 84<sup>th</sup> Street and US-6 intersection project is being added to the Transportation System Optimization. For North 27<sup>th</sup> St., the programming is being revised.

**ACTION:**

Motion for approval of revisions to the FY 2021-2024 Transportation Improvement Program, (TIP); a) Beal Slough Trail-revise the programming for ROW, Construction and Construction Engineering Phases and update budget to reflect latest estimates, b) Fletcher Landmark Trail-revise the programming for Preliminary Engineering Phase and c) Transportation System Optimization (TSO) Program-revise the total Highway Safety Improvement Program funding (federal source) as a result of adding the 84<sup>th</sup> Street and US-6 intersection project and of revising the programming for ROW, Utilities and Construction/Construction Engineering phases of the North 27<sup>th</sup> Street project, made by Shafer, seconded by Goodbarn and carried 14-0: Barnes, Bartja, Bishop, Cary, Davis, Dingman, Elliott, Figard, Goodbarn, Lay, Legg, Lutjeharms, Shafer and Wacker voting 'yes'; Bergstrom and Van Bruggen absent.

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

Zafft stated this is for a revision to change the project limits of Fletcher Avenue from N. 84<sup>th</sup> Street to N. 98<sup>th</sup> Street. This is being changed to N. 84<sup>th</sup> Street to N. 148<sup>th</sup> Street. The Lancaster County Engineer provided some good information. A corridor study was conducted by Felsburg Holt & Ullevig (FHU) that shows traffic justifies making this a paved road. This will relieve a lot of truck traffic off Amberly Rd. in Waverly, Nebraska.

Pam Dingman stated that the City of Waverly has been asking for this project for about three years. It is very important to relieve truck traffic. Amberly Rd. has three schools on it. Waverly and the school district have asked for this for years. It is good to see this happen.

Zafft added that this will also go to Planning Commission for a public hearing on October 28, 2020.

Commissioner Rick Vest strongly encouraged this being added. We are seeing tremendous growth and it adds a lot of stress, even during the summer, not just during the school year. He thanked the committee for their consideration of this proposed revision.

Cary thinks the information from the consultant helped clarify the impact that truck traffic has, as well as the volume moving to Fletcher Rd. He believes there is clearly a need for this to be identified in the LRTP.

#### **ACTION:**

Motion for approval of revisions to the Lincoln MPO 2040 Long Range Transportation Plan-2016 Update; a) Fletcher Avenue, N. 84<sup>th</sup> Street to N. 98<sup>th</sup> Street-change the project limits (termini), made by Legg, seconded by Davis and carried 14-0: Barnes, Bartja, Bishop, Cary, Davis, Dingman, Elliott, Figard, Goodbarn, Lay, Legg, Lutjeharms, Shafer and Wacker voting 'yes'; Bergstrom and Van Bruggen absent.

#### **REPORT ON THE STARTRANS PUBLIC TRANSPORTATION AGENCY SAFETY PLAN:**

Zafft stated that the Federal Transit Administration (FTA) made a ruling in 2016 that required those using urban FTA funds to develop a safety plan. This must be completed by July 2020. StarTran completed their safety plan. This is important to the MPO because there are safety targets that need to be adopted.

Bill Troe with SRF Consulting Group has been working on the safety plan with requirements from the FTA. He wanted to provide a little bit of background. There are two things the MPO has responsibility for in the safety planning process. They are accepting the safety targets and accepting the schedule that StarTran has established. This is having a conversation to make sure the data is acceptable to the planning process. The whole idea of requiring agency safety plans came out of the 2012 Transportation Bill. The United States Department of Transportation (USDOT) has taken a progressive process of developing a plan. One of the cornerstones of a safety plan is to consider the safety management system, which is essentially a change in the thought process. This is going from more of a regulatory concept to 'this is how we do business' and we want to understand why. There are three pillars of safety culture. One is that employees are informed, understand the hazards in the provision of service and how to report safety issues. The next pillar is that it is a just system. There is more understanding that an issue is not necessarily going to be a demerit against you. The next pillar is that there is a learning environment. The safety practices are constantly changing, continuous practices are ever changing. There are six elements that we focus on. This process focuses more on documenting the responsibility that various employees have to address safety, gathering information or implementing the plan. There is a matrix within the documents. Safety targets are essentially

within four categories. Within the four categories are seven targets that need to be established. Certain thresholds can be established. We established a baseline for each of the categories. The goal each year is to get better. They are presenting the safety targets because the MPO has a responsibility of incorporating the performance target into the plan. The safety targets need to be incorporated after the next update of the TIP. They looked at the database to understand the targets. Each year, the goals and events will be reviewed with the expectation that each year, we get better from the base line. Every five years, the baseline will be recalculated. He believes a positive thing they found is that for the most part, Lincoln is in a better position relative to safety, compared to peers. We need to make sure we have targets for each mode. We are asking for the MPO to accept the concept that safety targets are established on a baseline and each year we would outperform the baseline. The safety plan will be updated annually in January. There were a couple of things that were modified from what StarTran is doing today. They added some definition to the Safety Training Coordinator. That has been delayed based on the financial situation. They also analyzed the risk assessment. He believes there will be more training and more promotion of safety concerns. Each January, this will be updated to add information from the current year. The baseline will be updated every five years.

Cary wanted to clarify there is no action on this item, but some content was in the next action item for MPO Federal Performance Measures and Targets. Zafft stated this will be adopted with the targets. We must adopt the targets by February 2021. Due to the current pandemic, the FTA has relaxed enforcement.

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

Zafft stated that with current and previous transportation plans, performance measures and targets need to be adopted. We have been doing this since 2017. He delivered a report to the Tri-Chairs of the MPO Technical Committee a few weeks ago. The NDOT has an annual meeting where they say how they are doing on their targets. Zafft reviewed the targets.

Elizabeth Elliott inquired other than an internal matrix, if there are any other consequences if we don't meet these. Zafft responded for us, locally no.

**ACTION:**

Motion for approval of MPO Federal Performance Measures and Targets; a) FHWA Safety Performance Measures and Targets, b) FHWA Infrastructure Condition Performance Measures and Targets, c) FHWA System Performance Measures and Targets and d) FTA Transit Safety Performance Measures and Targets made by Barnes, seconded by Lutjeharms and carried 14-0: Barnes, Bartja, Bishop, Cary, Davis, Dingman, Elliott, Figard, Goodbarn, Lay, Legg, Lutjeharms, Shafer and Wacker voting 'yes'; Bergstrom and Van Bruggen absent.

**REPORT ON THE MULTIMODAL TRANSIT CENTER STUDY:**

Jared Gulbranson with WSP has been working with StarTran for the last year on a feasibility study. We started about a year ago and studied the conditions in downtown. We folded in elements from past studies. We met with an advisory committee to get a good cross section of opinions. In December, we began to screen the sites and in January, we started to whittle them down. We had a meeting with the advisory committee. In April of this year, we began to wrap things up and had some public engagement. The final plan was created in May 2020. There were nine goals in the study. They wanted to make sure the transit center reflected the needs and wants of passengers. They also want to accommodate multiple mobility services and improve the safety and comfort of passengers. The new facility should improve operational ability. These are some of the goals. Selecting the right site is a fundamental prerequisite. There was screening of various sites with various criteria. This led to the final site selection. An area of downtown was defined for the study. This led to the preferred site which is Block 69. It is between 9<sup>th</sup> St. and 10<sup>th</sup> St., across from the Gold's building. They are looking at the southern half of Block 69. There is good multimodal connectivity with the bike lane close by. It is mostly under City of Lincoln ownership. There is a small parcel on the northwest to be acquired. They landed on a concept. This would allow for 14 bus bays with a center platform. There would be a two-story building with customer service amenities such as restrooms and a customer service desk. The 2<sup>nd</sup> floor would have StarTran administrative offices. He showed some conceptual visualization of what the center could look like. There were two rounds of public engagement. They talked to passengers and asked them what was important to them. Heated indoor waiting stations were an important item due to the very cold weather at the time. A lot of good feedback was received from both rounds of engagement. Some kind of an indoor lobby was a desired amenity. Bike racks were a popular idea, along with areas for Uber and Lyft drop-off. Total construction and engineering costs are \$12.4 million. A federally required benefit cost analysis is required. They calculated the benefit cost ratio is 1.83 as currently planned. The next step would be to begin some NEPA (National Environmental Policy Act) work on the site. The grant didn't go through this time, but that is not surprising. It is competitive. They will continue the pursuit of project funding.

Cary questioned perspective on the next steps. He understands StarTran is looking for grants, but wondering about the timing and what can we expect in the next year or two. Mike Davis responded that as mentioned, StarTran did apply for a bill they didn't receive. He anticipates applying next spring for another grant. This study puts us in a good position. We are doing a follow-up to the grant to have some questions answered and improve our application on the next rounds. We are still moving forward.

**REPORT ON THE 2050 LONG RANGE TRANSPORTATION PLAN:**

Zafft wanted to give an update on the LRTP. The purpose of updating the LRTP is to meet federal requirements. It is updated every five years. This process was started last April. It is a 21 month schedule. There is a subcommittee that provides guidance and expertise to the project team. They provide information to the Technical Committee. There is also a Community Committee to

provide input. We completed a current and future needs assessment report. The report highlights and talks about the needs in the region for different modes of transportation. This is available to the public. The draft 2050 LRTP goals are maintenance, mobility and system reliability, livability and travel choice, transportation equity, safety and security, economic vitality, environmental sustainability and funding and cost effectiveness. We have a public engagement plan for the LRTP which is available on the website. The public survey will conclude this coming Monday. There is a virtual public meeting which can be found on the LRTP website at <https://lrtpincolnmpo.com/participate>. There are also focus groups, social media posts and project flyers. The webpage has an LRTP idea wall where you can place comments. There is also a pin map of Lancaster County where you can place an icon and write a comment. Focus group meetings were held virtually and input was received. A conversation was started about creating a fiscally constrained plan. The next steps are a planning workshop on October 28, 2020. The December Community Committee topic will be transportation.

### **REPORT ON 33<sup>RD</sup> AND CORNHUSKER AREA TRANSPORTATION PROJECT:**

Paul Barnes stated that 33<sup>rd</sup> and Cornhusker Area Transportation Project is a subarea plan that was created. The MPO took action in February 2019 to reference the subarea plan in the LRTP. Since then, there has been more work done on the refined plan. This changed a couple of figures in the subarea plan, mostly having to do with the Adams St. connection. The updated layout connects Adams St. to 33<sup>rd</sup> St. There were minor impacts to the future land use, but we wanted to bring it forward and show what happened. The other item shows the leading agency of the various sections of roadway. Some are RTSD and others are City.

Cary believes that the RTSD (Railroad Transportation Safety District) project is considered a major improvement. Barnes agreed. Since we took a bigger look at this, it made sense to include the RTSD sections.

There being no further business, the meeting was adjourned 4:25 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 2020 Technical Committee meeting, the Chair was rotated to David Cary, Director of Lincoln-Lancaster Planning Department. In 2019, Pam Dingman, Lancaster County Engineer, served as the Chair. Miki Esposito, Director of the Lincoln Transportation & Utilities Department, served as the Chair in 2018.

For 2021, the Chair of the Technical Committee will be rotated to Elizabeth Elliott, and David Cary will serve as the Vice Chair of the Technical Committee.

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

None.

**RECOMMENDATION**

None. Information only.

**STAFF CONTACT**

David Cary  
Allan Zafft



**ISSUE**

VOTE: Amendment to the MPO Management Plan

**BACKGROUND**

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

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

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

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

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

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

None.

**RECOMMENDATION**

Approve Amendment to the MPO Management Plan.

**STAFF CONTACT**

Allan Zafft

**ISSUE**

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

**BACKGROUND**

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

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

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

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

[https://www.lincoln.ne.gov/files/sharedassets/public/planning/mpo/tip/2021-2024/tip\\_2021\\_amd2.pdf](https://www.lincoln.ne.gov/files/sharedassets/public/planning/mpo/tip/2021-2024/tip_2021_amd2.pdf)

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

None.

**RECOMMENDATION**

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

**STAFF CONTACT**

Allan Zafft

**ISSUE**

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

**BACKGROUND**

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

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

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

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

None.

**RECOMMENDATION**

None. Information only.

**STAFF CONTACT**

Allan Zafft

## Lincoln MPO Transportation Improvement Program

### Working Schedule for the FY 2022-25 Program

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

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

January 14, 2021

**ISSUE**

REPORT: 2040 Statewide Transportation Plan

**BACKGROUND**

In September 2019, Nebraska Department of Transportation (NDOT) initiated the [2040 Statewide Transportation Plan](#), which is an update to the statewide long-range transportation plan for Nebraska. Similar to metropolitan transportation plans in urban areas, the statewide plan is a required part of the state and metropolitan planning process, covers a period of at least 20 years and considers future trends and needs for transportation of people and goods. Unlike metropolitan plans, the statewide plan is not required to be project-specific or fiscally constrained.

The 2040 Statewide Transportation Plan is a vision for transportation development over the next 20 years. It will help refine the state’s transportation needs and priorities to the planning horizon year of 2040. As a part of the planning process, NDOT will:

- Listen to what Nebraskans want for their transportation future
- Identify influences – such as new technology, changes to the economy or workforce, or new modes of transportation – that are most likely to shape changes in transportation programs, policies, projects, organizational culture, or skills
- Analyze data to understand the extent and magnitude of how these influences will affect Nebraskans and NDOT
- Consider ways that NDOT can prepare for and impact the future of transportation in Nebraska
- Provide recommendations that will guide NDOT on what actions to take and when

NDOT is nearing the completion of the development of its 2040 Statewide Transportation Plan. A virtual open house was conducted from January 6 to January 22, 2021, which provided an overview of the planning process to date, including an analysis of future impacts to transportation, existing conditions of Nebraska’s transportation system, plan goals, objectives and recommendations on how to plan for the next 20 years. The plan is slated for completion by winter 2020/2021.

NDOT staff will provide a report on the project at the February Technical Committee meeting.

**POLICY CONSIDERATIONS**

The Lincoln MPO may consider using the 2040 Statewide Transportation Plan as input in the update of the Lincoln MPO Long Range Transportation Plan.

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

None.

**RECOMMENDATION**

None. Information only.

**STAFF CONTACT**

Allan Zafft

## ISSUE

REPORT: 2050 Long Range Transportation Plan

## BACKGROUND

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

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

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

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

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

## POLICY CONSIDERATIONS

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

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

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

## COMMITTEE ACTION

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

## RECOMMENDATION

None. Information only.

## STAFF CONTACT

Allan Zafft