



Lincoln Metropolitan Planning Organization

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

To: Technical Committee Members
From: Elizabeth Elliot, Technical Committee Chair
Subject: Technical Committee Meeting

Date: April 19, 2021
Time: 10:15 a.m. – 11:15 a.m.
Place: Council Chambers, County-City Building

Meeting Agenda:

Roll call and acknowledge the “Nebraska Open Meeting Act”

1. Review and action on the draft minutes of the [February 3, 2021](#) Technical Committee meeting
2. [Review and action](#) on revisions to the FY 2021-2024 Transportation Improvement Program (TIP)
 - a. Nebraska Department of Transportation – Add a project and program federal funds for pavement marking upgrades on N-2.
3. [Review and action](#) on revisions to the Lincoln MPO 2040 Long Range Transportation Plan - 2016 Update (LRTP)
 - a. NW 56th Street, I-80 to W. Holdrege Street – Add project
4. [Review and action](#) on the proposed FY 2021-2022 Unified Planning Work Program (UPWP)
5. [Review and action](#) on the 2021 Self-Certification Review
6. [Review and action](#) on the proposed FY 2022-2025 Transportation Improvement Program (TIP)
7. [Report](#) on 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.

NAME OF GROUP:	TECHNICAL COMMITTEE MEETING
DATE, TIME AND PLACE OF MEETING:	February 3, 2021, 9:00 a.m., City Council Chambers, County-City Building, 555 S. 10 th St., Lincoln, NE
MEMBERS AND OTHERS IN ATTENDANCE:	David Cary – Planning Department, Pam Dingman – County Engineering, Elizabeth Elliott – Lincoln Transportation and Utilities; Gary Bergstrom – Health Dept.; Michael Davis and Brian Praeuner – StarTran; Roger Figard – Railroad Transportation Safety District; Tom Goodbarn and Craig Wacker – Nebraska Dept. of Transportation; Chad Lay – Lincoln Airport Authority; Lynn Johnson – Parks & Recreation; Larry Legg – Lancaster County Engineer; Rich Bishop – Urban Development Dept.; Thomas Shafer and Ronald Caldi – Lincoln Transportation & Utilities; and Kellee Van Bruggen – Planning Dept.; (Paul Barnes – Planning Dept. absent). Allan Zafft and Teresa McKinstry – Planning Dept.; Sara Hartzell – Parks & Recreation; Roma Amundson – County Commissioner; Stephanie Fisher – City of Waverly; and other interested citizens.

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

Elliott then requested a motion approving the minutes of the meeting held October 16, 2020. Motion for approval made by Goodbarn, seconded by Shafer and carried 15-0: Bergstrom, Bishop, Caldi, Cary, Dingman, Elliott, Figard, Goodbarn, Johnson, Lay, Legg, Praeuner, Shafer, Van Bruggen and Wacker voting 'yes'; Barnes absent.

REPORT ON THE ROTATION OF THE TECHNICAL COMMITTEE OFFICERS:

Allan Zafft stated that the committee officers are rotated annually. David Cary was Chair last year, this year is Elizabeth Elliott. Pam Dingman is the Vice-Chair.

REPORT AND ACTION ON AMENDMENT TO THE MPO MANAGEMENT PLAN:

Zafft stated the MPO Management Plan is a document for the MPO (Metropolitan Planning Organization). This amendment proposes to separate RTSD (Railroad Transportation Safety District) and Lincoln City Engineer into two separate positions. The amendment also adds the City Administrator of Waverly and Hickman to voting members. The quorum goes from 8 to a simple majority.

Dingman is happy to see Waverly and Hickman represented. They are both significant to Lancaster County.

Cary is happy to see this change as well. He is happy to have Hickman and Waverly represented. He believes it is a good step for our county.

ACTION:

Motion for approval of the amendment to the MPO Management Plan made by Figard, seconded by Goodbarn and carried 15-0: Bergstrom, Bishop, Caldi, Cary, Dingman, Elliott, Figard, Goodbarn, Johnson, Lay, Legg, Praeuner, Shafer, Van Bruggen and Wacker voting 'yes'; Barnes absent.

REVIEW AND ACTION ON REVISIONS TO THE FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP); A) ADD THE 148TH STREET AND HOLDREGE STREET INTERSECTION PROJECT, WHICH PROGRAMS FEDERAL FUNDING FOR PRELIMINARY ENGINEERING, ROW, UTILITIES, CONSTRUCTION AND CONSTRUCTION ENGINEERING PHASES:

Zafft stated this amendment would add a project for Lancaster County at 148th St. and Holdrege St. for intersection improvements. This will program federal funds. It will be about \$632,000.00 out of safety funds. It should start with design this year.

Dingman stated this is important to people who live and work in this corridor. There has been an unprecedented percent of growth of about 10 percent a year in this corridor. The road no longer meets standards. It needs to be 4-lane road prior to 2030. We are going to look at some intersection improvements to improve safety.

Cary added that he believes this is a very important project for safety.

ACTION:

Motion for approval to add the 148th Street and Holdrege Street intersection project to the FY 2021-2024 Transportation Improvement Plan made by Legg, seconded by Dingman and carried 15-0: Bergstrom, Bishop, Caldi, Cary, Dingman, Elliott, Figard, Goodbarn, Johnson, Lay, Legg, Praeuner, Shafer, Van Bruggen and Wacker voting 'yes'; Barnes absent.

REPORT ON THE DEVELOPMENT AND REVIEW SCHEDULE FOR FY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM:

Zafft stated it is the time of year when we develop the TIP for 2022-2025. This has to include all projects receiving federal transportation funds or projects significant to the region. This is required annually by the State. He reviewed the schedule. In December 2020, there was a call for projects. The majority of folks have submitted their information. This Thursday will be the first of three meetings for the MPO Project Selection Committee. After their recommendation for the draft TIP, it will go to Planning Commission for briefing and public hearing. Then it will come to the Technical Committee and on to Officials Committee for review and adoption. It is sent to NDOT (Nebraska Dept. of Transportation) to be included in the statewide TIP. The State advertises for public comments. Finally, it goes to the Federal Highway Administration for final approval.

Elliott inquired if the TIP has ever not been approved by the State. Zafft responded that has not ever happened that he is aware of. Cary added there have certainly been some changes to make. We have never had a problem.

REPORT ON THE NDOT STATEWIDE TRANSPORTATION PLAN:

Craig Wacker with the NDOT Planning office appeared. He wanted to isolate some of the recommendations that are most applicable to the MPO. State staff has been working on their LRTP for about two years now. The State plan is a little different from the MPO. They are not required to have a project plan or update every five years. This is a policy based plan. There are three basic sections; identify key influences, analyze data to inform, and develop recommendations. They try to get as much public and stakeholder comments as they can. For key influences, a kickoff meeting was conducted. They met with a lot of subject matter experts, held a staff workshop, did research on new technologies and conducted a future transportation forum. They were able to talk about new technologies, to prepare for what is coming our way. Then we analyzed the data. We do a 20 year needs study that is updated regularly. We look at a different type travel demand model, called Replica from Kansas City. This is input into our travel counts. This is still kind of experimental for us. We are still running our decision based model. We wanted to see if this is the way of the future and how it would go. We found it to be far more useful for metropolitan areas and not very useful in the rural areas. We are also creating a

scenario tool where you will be able to adjust adoption rates of new technology or the growth rate of population, for example. For recommendations, we started with goals and objectives. We started with five goals and broke them down to objectives, then recommendations. We held a virtual public meeting in January 2021. In March 2021, we intend to have the final plan published and adopted. We have standard goals of asset preservation, secure & resilient transportation, safety, mobility choices for people and freight, and support for economic and community vitality. We hear a lot from communities that we don't appear to care about the community. We want to work with them and meet their needs. We will continue to focus on preservation, capacity additions, and routine maintenance and safety. The recommendation was broken into eight categories. Minnesota has a person on staff who their entire job is to prepare for CAV. We want to start looking at this as well. We are also preparing for smart corridors in Lincoln, along with looking at the entire Interstate 80 corridor as a smart corridor. We want to maintain that as a backbone of freight travel. We hope to provide leadership on sharing public information about transit options. We have been working a fair amount on rural transit. We want to continue that trend and keep helping so people can have a choice of aging in place. We want to strengthen partnerships with external stakeholders to support multimodal transportation improvements statewide. We want to develop and adopt a 'complete streets policy'. We are well on our way with this. We want to give our roadway designers a guide. We want to strengthen our local technical assistance program to help our local partners. We are considering establishing 'metro travel improvement studies' as a template for engaging with major Nebraska metros about future needs. We are looking at expanding on this.

Dingman inquired that with the public information meeting held virtually, if there was good participation. Wacker responded yes, better than anticipated. Based on past history, he believes it was at least as much as would have typically been seen on an in-person basis.

Cary stated that with the Comprehensive Plan update and LRTP (Long Range Transportation Plan) update, Planning staff is seeing the same result. They are actually getting more numbers to engage virtually. The expectation moving forward is that we will continue to provide this. It is a good way to get more people involved. Walker agreed. Dingman talked about how COVID negatively impacted things. This is one of the positives. It has been a good benefit. Elliott agreed.

Zafft commented that he has reviewed the NDOT Statewide Transportation Plan and he believes it does a good job.

REPORT ON THE 2050 LONG RANGE TRANSPORTATION PLAN:

Zafft provided a report of the Phase 1 public input highlights, transportation projects and evaluation process, update on goals, and previous of phase 2 public outreach. He indicated that Phase 1 was public input on draft transportation goals, modes of transportation, and transportation challenges. There was a virtual public meeting, a public survey, a website: www.lrtplincolnmpo.com, focus groups, social media posts and project flyers to encourage participation. Two hundred thirty-five survey responses were received. Ten focus groups were held. There was a survey question regarding how easy is travel in and around Lincoln by mode and in the County. Perception has improved for bike and car and declined for pedestrians the most. Transit continues to be the most difficult. Another survey question asked to identify three most significant transportation challenges Lancaster County faces in the next ten years. The top three were aging and deteriorating infrastructure, increasing congestion, and transit coverage and service. Another question was regarding the eight transportation goals. The responses were pretty high with regard to very well or well. The focus group listed 230 strategies to address the goals. Public input received comments on potential projects. A summary was put together by the consultant. LRTP projects are in different categories. They are broken into maintenance activities, alternative modes, road construction and other programs. These will include scoring and prioritization. There are subcommittees for the prioritization process. For roadway project identification, we started with the 2040 LRTP projects, removed completed projects, identified committed projects, and identified developer and [Lincoln On The Move](#) projects. Bike and trail projects were overlaid. He showed a map of the City and County road projects. There are 200 projects; 110 Lincoln, 80 County and 10 NDOT. Regarding trail projects, there are 63 trails, including new trails, sidepaths and grade separations. They will be ranked and prioritized. Future trail extensions into the County will be shown, but not prioritized. We will be using the Decision Lens. These are based on the eight goals. Trails prioritization will be a little different. We will use the same process we did last time. He showed the weighting of the evaluation criteria. The current plan had 7 goals. Now we have 8 goals. We have 16 objectives, 40 performance measures and 137 action steps. We are in process to do some refinement on the action steps. This is integrated into the transportation goals for the Comprehensive Plan. The Comprehensive Plan will also have policies. A number of these policies are also in the LRTP. Phase 2 is community engagement on funding tradeoffs, projects, and strategies. We will use the project website as main point of entry for participants. There will be a virtual meeting and social media will be used. We are planning a public meeting with an embedded YouTube video. We will use Survey Monkey again, along with more focus groups. The major focus will be to get input on the projects. He showed the schedule. Staff will work on finishing the revenue forecast in the next few months. This plan must be fiscally constrained. In March and April 2021, we will refine the action steps. Phase 3 outreach will be after that. He foresees summer for the draft plan, with final plan at the end of this year.

Cary commented this is a very important piece of what we do. He finds it exciting and daunting at the same time. Given the pandemic, he is very pleased with the results and what has been done so far. He found it interesting that we are so keyed in on rising costs, this wasn't in the focus group top four biggest concerns. He always finds this to be a challenge as we deal with constrained budgets. There are challenges for staff.

Michael Davis believes there is a strong trail component to the plan. He inquired if the State plan also has an important trail component being looked at. Wacker responded that the State plan doesn't have a trail component. The State doesn't have any trails. They do encourage new modes of transportation.

There being no further business, the meeting was adjourned at 10:00 a.m.

ISSUE

VOTE: Amendment No. 3 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. 3 to the FY 2021-2024 TIP includes the following revision:

- Nebraska Department of Transportation – Add project and program federal funds for pavement marking upgrades on N-2.

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/amendment-no.-3_ndot_revised.pdf

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

Approve Amendment No. 3 to the FY 2021-2024 Transportation Improvement Program.

STAFF CONTACT

Allan Zafft

ISSUE

VOTE: Revision (Amendment) to the 2040 Long Range Transportation Plan - 2016 Update

BACKGROUND

In January 2017, the Lincoln MPO Officials Committee adopted the [2040 Long Range Transportation Plan - 2016 Update \(LRTP\)](#), which provides the blueprint for the area's transportation planning process over the next 25 years. The transportation planning process is a collaborative effort between the City of Lincoln, Lancaster County, the Nebraska Department of Transportation (NDOT), StarTran and other agencies, where the multimodal transportation system was evaluated and a set of recommendations were made with extensive public input. The 2040 LRTP – 2016 Update was developed in coordination with [LPlan 2040 - 2016 Update](#), the Lincoln-Lancaster County Comprehensive Plan.

Amendments are made to the 2040 LRTP - 2016 Update to accommodate changes to projects relating to new projects, changes to project costs, new funding and changes to project scope and termini.

The Lincoln MPO has received a request from the Lancaster County Engineering Department to amend the 2040 LRTP - 2016 Update, which would add a new project on the list of Lancaster County Rural Roads Projects. An LRTP amendment is required when adding a regionally significant project which requires FHWA or FTA funding or approval, in accordance with the *NDOT Operating Manual for Metropolitan Planning Organization Transportation Planning*. The details of the proposed amendment appear below.

Add Rural Road Project

- **Project ID:** 31
- **Street:** NW 56th Street
- **Location:** I-80 to W. Holdrege Street
- **Length:** 0.70 miles
- **Project Type:** County Project
- **Actions:**
 1. Add the NW 56th Street project from I-80 to W. Holdrege Street
- **Other information:** The Lancaster County Engineer provided the below information with the LRTP Amendment request:
 - “Lancaster County is requesting an amendment to the LRTP to include NW 56th, I-80 to W Holdrege. With the construction of the LPS school in this area, the traffic is projected to increase beyond what is reasonable for a gravel road. This coupled with the likelihood of many of these drivers being teens we feel this need pavement.”
 - A completed NDOT 530 Form for the NW 56th Street project.

The traffic data section of the NDOT 530 Form for the NW 56th Street shows a design year average daily traffic (ADT) volume of 400 vehicles.

The Lancaster County traffic count map dated September 27, 2018 shows a current ADT volume of 360 vehicles for NW 56th Street from I-80 to N. Holdrege Street. The current daily traffic volume for this section of NW 56th Street is anticipated to increase in the future with the Lincoln Public Schools (LPS) District’s new high school near NW 48th Street and W. Holdrege Street expected to open in fall 2022.

Potential adjacent development(s) in the future will also increase traffic volume on this section of NW 56th Street.

A traffic impact study for the proposed LPS High School site near NW 48th Street and W. Holdrege Street was prepared by Olsson for Lincoln Public Schools dated February 2020. This study reports the AM peak hour (7:15 am – 8:15 am) or PM peak hour (5:00 pm – 6:00 pm) volumes will be exceeding 400 vehicles in year 2040 for NW 56th Street from I-80 to W. Holdrege Street with the proposed high school. The 2040 traffic volume set is intended to incorporate development that is anticipated to be complete or in process while isolating the area west of NW 48th Street. Area development will result in additional public streets and connections to the arterials being evaluated. These connections are already planned and some of the locations have existing arterial access. Anticipated development areas include west of NW 56th Street, north of W Holdrege Street, and east of NW 48th Street. Traffic volumes representing these developments were obtained from previous studies; *NW 48th Street Corridor Traffic Analysis* and *I-80 West Lincoln Business Center Traffic Impact Study (Addendum)* to populate the network.

The future average daily traffic volume for NW 56th Street from I-80 to N. Holdrege Street should exceed the daily traffic levels of when a County gravel road qualifies for pavement.

The proposed amendment requires the below modifications of the 2040 LRTP - 2016 Update.

1. Add the NW 56th Street project on Map 11 (Rural Road Project Needs) on page 40. Map 11 will show this project as Potential Paving.
2. Add the NW 56th Street project on Map 18 (Rural Roads Projects) on page 66. Map 18 will show this project as a County Project.
3. Add the NW 56th Street project in Table 10 (Rural Roads Projects) of page 67.

This amendment will update the associated table and figure in the Technical Report, which is a supplement to the LRTP.

POLICY CONSIDERATIONS

None.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

Approve the amendment to the 2040 Long Range Transportation Plan - 2016 Update.

STAFF CONTACT

Allan Zafft

ISSUE

VOTE: Proposed FY 2021-2022 Unified Planning Work Program

BACKGROUND

The Draft FY 2021-2022 Unified Planning Work Program (UPWP) incorporates in one document all federal assisted state, regional, and local transportation planning activities proposed to be undertaken in the region from July 1, 2021 through June 30, 2022. The UPWP provides a mechanism for the coordination of transportation planning activities in the metropolitan planning area, and is required as a basis and condition for all federal funding assistance for transportation planning by the joint planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

This work program describes all transportation planning activities utilizing federal funding. This program is funded primarily with Metropolitan Planning Funds (PL funds); however, an MPO may use other eligible funds provided the guidelines for use of these funds are met. Other funds include Surface Transportation Block Grant Program (STPG) funds, FTA funds, Federal Aviation Administration (FAA) Airport Planning funds when they apply and State and Local funds. State and local funds are used to provide the non-federal match for federal planning programs.

The complete FY 2021-22 UPWP is available at:

<https://www.lincoln.ne.gov/City/Departments/Planning-Department/MPO/Key-Planning-Documents/UPWP>

Enclosed is a summary of the work program activities in the FY 2021-2022 UPWP.

BUDGET CONSIDERATIONS

The proposed FY 2021-2022 UPWP has been developed based on funding levels resulting from the passage of FAST Act and the 2010 Census counts for urbanized area populations in Nebraska.

COMMITTEE ACTION

Lincoln MPO staff requested input towards the development of the FY 2021-2022 UPWP from City/County Departments and the Lincoln Airport Authority on February 2, 2021. A preliminary draft version of the FY 2021-2022 UPWP was sent to the MPO Administration Committee for comments in March 2021.

RECOMMENDATION

Approve the FY 2021-2022 Unified Planning Work Program.

STAFF CONTACT

Allan Zafft



Lincoln Metropolitan Planning Organization

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

To: MPO Technical Committee
From: Allan Zafft, Transportation Planner
Date: April 5, 2021
Subject: Proposed FY 2021-2022 Unified Planning Work Program

The MPO Technical Committee will review the draft FY 2021-2022 Unified Planning Work Program (UPWP) at the meeting on April 19, 2021 and take action on a recommendation to the MPO Officials Committee.

The UPWP is funded primarily with Metropolitan Planning Funds (PL funds); however, an MPO may use other eligible funds provided the guidelines for use of these funds are met. Metropolitan Planning Funds authorized under 23 U.S.C. 104(f)(3) are apportioned to States and are to be made available to the metropolitan planning organizations responsible for carrying out the provisions of 23 U.S.C. 134. The estimated distribution of new PL Funds for FY 2021-2022 is based upon the current State distribution formula based upon the Census 2010 Urban Area population. The Lincoln MPO estimated PL funds for FY 2021-2022 is \$596,815, and this amount includes a carryover of \$175,000 in PL funds from the FY 2020-2021 UPWP.

A summary of the work program activities in the draft FY 2021-2022 UPWP is provided below.

Administration and Management Activities:

These program activities include General Program Administration and Coordination, Certification of Transportation Planning Process, UPWP, PL Fund Grant Administration, and Professional Development, Education and Training.

<u>Total Funding</u>	<u>PL Funds</u>	<u>Local Share</u>
\$103,220	\$82,576	\$20,644

Interagency and Public Outreach Activities:

These program activities include Transportation Planning-Related Committees, Public Participation Program, Environmental Justice Strategies and Implementing Title VI Requirements, Transportation Reports and Newsletters, and Website Management and Enhancement.

<u>Total Funding</u>	<u>PL Funds</u>	<u>Local Share</u>
\$42,910	\$34,328	\$8,582

Data Development, Monitoring and Evaluation Variables:

These program activities include Geographic Information Systems (GIS), Demographic Database Update, Land Use Database Update and Maintenance, Community Value Factors and Surveys, Census

Planning Activities (CTPP), and Transportation System Data Monitoring and Collecting.

<u>Total Funding</u>	<u>PL Funds</u>	<u>Local Share</u>
\$154,965	\$123,972	\$30,993

Short Range Planning and Programming Activities:

These program activities include Transportation Improvement Program (TIP), Financial Resources Development and Program Phasing, Enhanced Mobility FTA Grant Programs, and Transportation Facilities and Site Plan Review.

<u>Total Funding</u>	<u>PL Funds</u>	<u>Local Share</u>
\$47,020	\$37,616	\$9,404

Metropolitan Transportation Planning:

These program activities include Long Range Transportation Plan Review, Evaluation and Update and Coordination with Comprehensive Planning Activities, Subarea Planning and Corridor Studies, Pedestrian, Bicycle and Trails Planning, Multi-modal Planning and Transit Coordination, Goods and Freight Movement Planning, and Policy Studies and Regulation Review.

Additional funding was added to this category for FY 2021-2022 for continuing the development of the 2050 Long Range Transportation Plan.

<u>Total Funding</u>	<u>PL Funds</u>	<u>Local Share</u>
\$318,369	\$254,695	\$63,674

Transportation System Planning:

These program activities include Transportation Model Development and Maintenance, Congestion Management Process, Intelligent Transportation System (ITS), and System Management, Operations and Coordination.

<u>Total Funding</u>	<u>PL Funds</u>	<u>Local Share</u>
\$79,535	\$63,628	\$15,907

Transit Planning Work Program:

These program activities include Program Support and Administration, General Development/Comprehensive Planning, Long Range Transportation Planning, Short-Range Transportation Planning, Transportation Improvement Program, Planning Emphasis Areas, and Other Activities. The Transit Planning Program receives funds through FTA including FTA Section 5303 in the amount of \$157,718 and FTA Section 5307 in the amount of \$68,581.

Environmental Studies, Programs and Coordination:

These program activities include Environmental Planning, Urban Air Quality Planning, and Flood Plain Management Program Coordination. These programs typically receive funds from State (including Federal pass-through grant funds) or Local sources.

Lincoln Municipal Airport Planning:

The Lincoln Airport Authority is undertaking an Airport Master Planning effort in FY 2022 with the primary objective of developing a long term program that will yield a safe, efficient, economical, and environmentally acceptable air transportation facility. The comprehensive study will provide an analysis of airport needs, a definition of the airport's role within the regional airport system and evaluate alternatives with the purpose of providing direction for the future development of the facility. The Airport Master Plan is funded with federal funds through the Federal Aviation Administration.

ISSUE

VOTE: 2021 Self-Certification Review

BACKGROUND

Concurrent with the submittal of the annual Transportation Improvement Program (TIP), the Lincoln Metropolitan Planning Organization (MPO) and the Nebraska Department of Transportation (NDOT) certify to the Federal Highway Administration and Federal Transit Administration that the planning process is being carried out in accordance with all applicable requirements set forth in 23 CFR 450.336. Lincoln MPO must submit the Self-Certification of the Planning Process to NDOT with the submittal of a new TIP. The MPO Self-Certification, which the Lincoln MPO includes in the FY 2022-2025 TIP, is enclosed.

BUDGET CONSIDERATIONS

Compliance with federal requirements regarding the metropolitan transportation planning process is necessary for the Lincoln MPO planning area to continue to receive federal transportation funds.

COMMITTEE ACTION

None.

RECOMMENDATION

Recommend to the MPO Officials Committee that the Executive Officer be authorized to sign the self-certification statement.

STAFF CONTACT

Allan Zafft

**JOINT NDOT-MPO CERTIFICATION STATEMENT
ON THE
METROPOLITAN TRANSPORTATION PLANNING PROCESS**

In accordance with 23 U.S.C. Sec. 134 - Metropolitan transportation planning, 23 CFR Part 450.336 (a), the Nebraska Department of Transportation and Lincoln Metropolitan Planning Organization certify that the transportation planning process is addressing the major issues in the Metropolitan Planning Area and is being conducted in accordance with all applicable requirements of:

(1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;

The Lincoln MPO collaborates with local, state and public transportation agencies to carry out a continuous, cooperative, and comprehensive (3-C) metropolitan planning process for the Lincoln Metropolitan Planning Area through its Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), and other transportation planning activities.

(2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;

Since February of 1989, Lincoln has been designated by U.S. EPA as being in attainment for all the National Ambient Air Quality Standards (NAAQS). An on-going ambient air quality monitoring program for particulate matter (PM2.5) and ozone is in place to monitor transportation related air emissions.

**(3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
and**

(4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

The Lincoln MPO's Public Participation Plan together with the MPO Management Plan, Unified Planning Work Program, Environmental Justice Action Strategy, Title VI Policy, and LEP Program/Plan ensures that no person will be excluded from participation in the planning process and in the development of plans and programs.

(5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

The City of Lincoln-StarTran maintains the Disadvantaged Business Enterprise Program that was submitted to FTA in 2014 that includes the Small Business Utilization elements and continues to meet the requirements of the Federal Transit Administration.

- (6) **23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;**
Selection of private consultants for transportation planning related contractual projects utilizing FHWA and State PL funds is coordinated by and adheres to NDOT and City of Lincoln Purchasing guidelines; reviews of all proposals are conducted by the City EEO Officer to assure compliance with applicable Title VI regulations. Per Federal guidelines under Title VI, a plan has been developed to provide meaningful access to Limited English Proficient individuals.
- (7) **The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;**
- (8) **The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;**
- (9) **Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender;**
and
- (10) **Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.**
The City of Lincoln has an Equal Employment Policy (Lincoln City Municipal Code: Chapter 11.08) that prohibits discrimination on the basis of race, color, creed, or national origin, and prohibits discrimination of age, non-job related physical or mental disability and gender. This policy along with the MPO Public Participation Plan and Environmental Justice Action Strategy ensures that "particular attention will be given to impacts upon specific identifiable minority groups in relationship to Title VI of the Civil Rights Act 1964, and Title VIII of the Civil Rights Act of 1968, and ensures that no person will be excluded from participation in the planning process and the development of plans and programs.

Based on a joint review and evaluation, the Nebraska Department of Transportation and the Lincoln Metropolitan Planning Organization recommend that the Metropolitan Planning Process for the Lincoln Metropolitan Planning Organization be certified with conditions as identified in the *Action Plan for Addressing the Quadrennial Certification Review*.

Lincoln Metropolitan Planning Organization

Nebraska Department of Transportation

 Mayor Leirion Gaylor Baird, Executive Officer

 Ryan Huff, Intermodal Planning Division
 Nebraska Department of Transportation

 Date

 Date

ISSUE

VOTE: Proposed FY 2022-2025 Transportation Improvement Program

BACKGROUND

The Lincoln Metropolitan Planning Organization (MPO) staff has prepared the Draft FY 2022-2025 Transportation Improvement Program (TIP) for public review and comment. The TIP includes surface transportation projects to receive federal funds and surface transportation projects of regional significance, planned for the Lincoln MPO metropolitan planning area in Federal Fiscal Years 2022-2025.

The proposed FY 2022-2025 TIP has been developed by Lincoln MPO staff to be in compliance with regulations contained in the FAST Act, the most recent legislation governing the federal transportation program.

The complete FY 2022-2025 TIP is available at:

<https://www.lincoln.ne.gov/City/Departments/Planning-Department/MPO/TIP>

Enclosed is a summary of the projects in the FY 2022-2025 TIP.

POLICY CONSIDERATIONS/DISCUSSION

The proposed FY 2022-2025 TIP is financially constrained, and the projects in the TIP are consistent with the current MPO Long Range Transportation Plan.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

The MPO Programming and Funding Committee (also called MPO Project Selection Committee) convened four times for development of the FY 2022-2025 TIP. The TIP falls under the work items for this committee which functions or reports to the MPO Technical Committee. The Programming and Funding Committee decided on a recommendation as to which projects to fund with the Lincoln MPO STPG funds and the CRRSAA funds (Coronavirus Response and Relief Supplemental Appropriations Act, 2021). This committee reviewed and provided comments on the Draft FY 2022-2025 TIP. The Programming and Funding Committee expressed support of the TIP and with forwarding it to the Planning Commission for review of conformance with the MPO Long Range Transportation Plan. The Planning Commission will hold a public hearing on the proposed FY 2022-2025 TIP as to conformance with the MPO Long Range Transportation Plan on April 14, 2021.

RECOMMENDATION

Approve the FY 2022-2025 Transportation Improvement Program.

STAFF CONTACT

Allan Zafft



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To: MPO Technical Committee
From: Allan Zafft, Transportation Planner
Date: April 5, 2021
Subject: Proposed FY 2022-2025 Transportation Improvement Program

The MPO Technical Committee will review the draft FY 2022-2025 Transportation Improvement Program (TIP) at the meeting on April 19, 2021 and take action on a recommendation to the MPO Officials Committee. The Planning Commission will hold a public hearing on the FY 2022-2025 TIP as to conformance with the MPO Long Range Transportation Plan on April 14, 2021. A summary of the projects in the draft TIP is provided below.

State of Nebraska: Department of Transportation

The State program includes eleven projects that focus on system rehab/resurfacing and system maintenance. Listed below are three bridge repair/roadway resurfacing projects, one bridge repair project, three roadway mill and overlay projects, three bridge replacement/culvert projects, and one maintenance project. These projects are coordinated with the State's TIP and are considered to be in general conformance with the Lincoln MPO 2040 Long Range Transportation Plan.

Roadway and Bridge Rehabilitation

- N-43 from N-41 to Bennet, mill, widen/resurface, bridge repair/replacement, 16.0 miles.
- N-33 from west of N-103 to US-77 and 1.5 miles on S-55F, mill, resurface roadway and shoulder, bridge repair, 14.7 miles.
- US-77 from south of Princeton to N-33, resurface, bridge repair and overlay, 5.8 miles.

Bridge Rehabilitation

- US-34, Lincoln West Bridges - approximately 2.0 miles west of Lincoln (west of US-34 and NW 56th Street) and approximately 0.9 miles west of Lincoln (east of US-34 and NW 48th Street/NW 40th Street), bridge repair/overlay, 0.5 miles.

Roadway Rehabilitation

- US-77 from I-80 to Warlick Boulevard, mill and overlay, 5.5 miles.
- N-2 from US-77 to Yankee Hill Road, resurfacing, 10.5 miles.
- I-180 from Oak Creek south to the South Junction US-34, mill, resurface, 1.3 miles.

Bridge Replacement and Culvert

- US-6, Emerald East Culverts, culverts.
- S-55J, Raymond Spur Bridge, bridge replacement.
- I-180, Adams Street over I-180, bridge replacement.

Maintenance

- I-80 from east of Lincoln (west of NW 48th Street interchange) to 27th Street, power wash and seal concrete barriers, bridge rails and bridge piers, 9.0 miles.

Lancaster County – County Engineering:

The Lancaster County improvement program includes seven projects. The list below includes two safety projects, four roadway capital projects, and one bridge replacement project. All county projects are considered to be in general conformance with the 2040 Long Range Transportation Plan. Note: The Technical Committee is scheduled to approve an LRTP amendment on April 19, 2021 that will include the NW 56th Street project from I-80 to W. Holdrege Street on the list of Lancaster County Rural Roads Projects in the current LRTP.

Safety Improvement Project

- Saltillo Road, 27th Street to 68th Street, 2.7 miles, widening/paving earthen shoulders with safety edges and safety improvements for S. 40th Street and S. 56th Street intersections.
- 148th Street and Holdrege Street, intersection improvements.

Roadway Capital Projects

- S. 98th Street, Old Cheney Road to A Street, 3.0 miles, preliminary engineering in Prior Fiscal Years/Year 1 and construction of a 24 foot asphalt surface with turf shoulders in Year 2.
- S. 98th Street, A Street to O Street, 1.0 mile, preliminary engineering in Prior Fiscal Years and construction of asphalt paving and drainage structures in Year 3.

Since S. 98th Street from Old Cheney to O Street is within the 2040 Future Service Limit, the City and County will closely coordinate these projects.

- Fletcher Road, 84th Street to 148th Street, 4.5 miles, preliminary engineering in Year 1 and construction of 28 foot asphalt surface with turf shoulders beyond the four-year program.

Since Fletcher Road from 84th Street to east of 98th Street is within the 2040 Future Service Limit, the City and County will closely coordinate this project.

- NW 56th Street, I-80 to W. Holdrege Street, 0.7 miles, preliminary engineering in Year 1 and construction to include grading, widening, and surfacing beyond the four-year program.

Since NW 56th Street from I-80 to W. Holdrege Street is within the 2040 Future Service Limit, the City and County will closely coordinate this project.

Bridge Replacement Project

- Arbor Road Bridge over the Little Salt Creek, 0.1 miles, preliminary engineering in Year 1 and construction of bridge to replace existing 120' slab bridge beyond the four-year program.

City of Lincoln Transportation and Utilities:

This program includes significant resources for projects that focus on traffic management, traffic signal timing, equipment replacement and Intelligent Transportation System (ITS) projects that are needed to improve traffic flow. Other focus areas are for traffic safety and operations for intersection projects, sidewalk maintenance, and roadway and bridge infrastructure rehabilitation or improvements. Below are the major intersection, roadway, and bridge infrastructure improvement projects. All projects are considered to be in general conformance with the 2040 Long Range Transportation Plan.

Transportation System Preservation

This program component focuses on repair and preservation of transportation system assets including rehabilitation of streets, intersections, traffic signals, bridges, and facilities 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 and rehabilitation efforts.

- S 56th Street, Spruce Street to Van Dorn Street – pavement repair
- Randolph Street, Capital Parkway to 40th Street - pavement repair and intersection improvements at 33rd Street and 40th Street
- 1st Street & Cornhusker Highway – traffic signal replacement
- 9th & A St., 9th & D St., 10th & A St., 10th & D St. - traffic signal replacement
- N 84th Street & College Park - traffic signal replacement
- 66th St./Cotner Blvd./Adams St. - traffic signal replacement
- Cornhusker Highway, 39th Street to L-55X – pavement repair and intersection improvements at Havelock Ave./Superior St. and Cornhusker Highway
- Preventative Maintenance Bridge Package – maintenance of bridges such as Harris Overpass, N 27th Street viaduct, SW 40th Street viaduct, Penny Bridges, and 10th Street & Salt Creek Bridge
- 48th St. & Calvert St. and 56th St. & Calvert St. – traffic signal replacement

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. 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.

- N 27th Street, Adaptive Signal Control - safety project
- A Street, 40th Street to 56th Street – intersection improvements and widening
- Adams Street, 36th Street to 48th Street – pavement repair and widening
- 84th Street and US-6 (Cornhusker Highway) – safety project
- Cotner Boulevard, O Street to Starr Street – pavement repair and intersection improvements
- A Street, 6th Street to 17th Street – intersection improvements and widening

Transportation System Growth

This program component focuses on growth of new transportation system assets including new streets, right-of-way improvements, bridges/structures in new growth areas and major upgrades to the fringe area street network. Projects include new streets and right-of-way improvements, new bridges and support structures, new intersections and signal system hardware, and major upgrades to the fringe area street network.

Transportation Livable Neighborhoods

This is a program committed to projects that improve and maintain strong neighborhoods and are coordinated with Transportation and Utilities, Parks and Recreation, and Urban Development.

Specific projects are identified through a multi-departmental prioritization process.

Transportation Sidewalk Program

This program is for the maintenance and repair of sidewalk infrastructure. Projects include sidewalk repair and replacement, panel leveling, and construction of ADA curb ramps. The LRTP recommends continuing to increase funding for sidewalk repairs.

Capital Roadway Projects

- East Beltway: Corridor protection and right-of-way (as needed) for a four lane freeway between Hwy 2 and I-80. The LRTP recommends continuing corridor protection.
- 14th/Warlick/Old Cheney Road: Design and construction to construct improvements in the vicinity of 14th Street/Old Cheney and Warlick Blvd. The project will consist of revised roadway alignments and grade separation structures, in order to improve safety and congestion at the intersection. This project is listed as Committed in the LRTP.
- West "A" Street from west of Coddington to west City Limits: Construction of a two lane urban facility with intersection improvements and turn lanes. This project is listed as Committed in the LRTP.
- S. 40th from Yankee Hill Rd to south of Rokeby: Construction of a two lane urban facility with intersection improvements and turn lanes. This project is listed as a Developer Commitment in the LRTP.

StarTran:

The Public Transportation Element of the TIP includes operational and capital improvement programs for the City of Lincoln Public Transportation projects that are typically funded through the Federal Transit Administration (FTA) and local funds. The primary focus of this program is to maintain StarTran services and provide for StarTran's Vehicle Replacement Program. All projects are considered to be in general conformance with the 2040 Long Range Transportation Plan.

- Bus, paratransit and vehicle replacements and purchases. This is a priority project in the LRTP.
- Bus stop amenities such as benches, shelters, pads, signage, bicycle related equipment and landscaping. This is a priority project in the LRTP.
- Security enhancements as required by FTA. Such enhancements will include improved facility surveillance and improved bus camera systems. This is a priority project in the LRTP.
- Computer hardware and software for continued upgrade/replacement of computer services for StarTran administration, operators and maintenance functions. Funds are proposed to purchase replacement Automatic Vehicle Location (AVL) equipment for all vehicles, upgrade software for the AVL system, purchase tablets for our Paratransits, purchase GPS units for Paratransit operators, purchase fleet facility parking software, predictive maintenance software and purchase an automated fixed route scheduling system. This is a priority project in the LRTP.
- Shop tools/equipment for continued routine upgrade and replacement. Such tools and equipment include an air compressor, vehicle lifts and a floor scrubber. This is a priority project in the LRTP.
- Building renovations and improvements for atomic clock system, new garage doors, raise middle garage doors and parking lot striping. This is a priority project in the LRTP.
- Maintenance Facility Construction/Relocation: Funds are proposed to update feasibility study, purchase land and build a fast fuel compressed natural gas (CNG) station.

Environmental work and preliminary design of bus storage, maintenance and administration functions will also take place. Anticipate additional federal funds in FY 2021-22. This project is recommended in the LRTP.

- Multi Modal Center - Feasibility Study: This is a study to determine the feasibility of constructing a new multi-modal center and bus transfer center. Following completion of the feasibility study, environmental and design work will be the next steps. This project is recommended in the LRTP.
- Autonomous Shuttles: Funds are programmed to lease autonomous shuttles. The LRTP recognizes the increasing emphasis on technology in transportation.
- Transportation Development Plan Update. This project will guide the near and mid-term transit planning for the LRTP.

Lincoln Airport Authority:

The Lincoln Airport Authority improvement program includes operational and capital improvement programs for the City of Lincoln Airport that are typically funded through the Federal Aviation Administration (FAA) and local funds. All projects are considered to be in general conformance with the 2040 Long Range Transportation Plan.

- Airport Master Plan
- General Aviation Development: Preliminary design, environmental assessments, grading, and infrastructure installations.
- Taxiway pavement improvements
- Runway improvements including design, construction, and pavement and lighting.
- Replacement of snow removal equipment including a loader and sweepers.
- Terminal ramp rehabilitation

Federal Transit Programs:

Federal Transit Administration Grants assist in the development and support of intercity bus transportation and enhance the access of people to employment, health care, shopping, education, public services, and recreation. All projects are considered to be in general conformance with the 2040 Long Range Transportation Plan.

- NDOT Vanpool Project: Vendor vanpool services provide statewide contracted services for a) Metro Vanpool service for Lancaster, Sarpy & Douglas counties between Lincoln and Omaha (LCLC & MAPA) and b) Statewide, Rural Nebraska Vanpool service.
- Section 5310 Program: These projects or programs are designed to support transportation services that meet the special transportation needs of seniors and individuals with disabilities in urbanized areas. Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

Ped, Bike & Trails:

The projects located in this section of the TIP are generally funded with a combination of local and federal funds that comes from either the Transportation Alternatives Program (TAP) or Recreational Trails Program (RTP) funds. Projects listed have advanced from previous programming. All projects are considered to be in general conformance with the 2040 Long Range Transportation Plan.

City of Lincoln Parks & Recreation Department:

- Beal Slough Trail Project: This is a ten-foot wide trail to extend along the Beal Slough Channel and the railroad from 56th Street & London Road connecting to 70th Street & Yankee Hill Road. This is a priority project in the LRTP.
- Fletcher Landmark Trail: This is a trail project for concrete trail to follow primarily alongside Fletcher Street from N.14th Street to N. 27th Street. This is a priority project in the LRTP.
- Wilderness Hills Trail: This project is a trail extending south from about 37th Street and Yankee Hill Road where it will branch off in two segments, one leading east to an underpass of S. 40th Street, the other southwest to an underpass of Rokeby Road. This is a priority project in the LRTP.

Railroad Transportation Safety District (RTSD):

This project is for a Railroad Crossing Grade Separation project at the North 33rd Street and Cornhusker/BNSF railroad crossing to eliminate at-grade vehicular-train conflicts that enhance safety, reduce delays, and improve emergency access. This project is listed as a candidate project and is therefore considered to be in general conformance with the 2040 Long Range Transportation Plan.

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 and 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 March-April 2021, staff conducted phase two of public outreach that consisted of focus groups, virtual meeting, and online survey with a focus on seeking input relating to investment tradeoffs, project priorities, and strategies/action steps.

Lincoln MPO/FHU staff will provide a report on the 2050 LRTP at the April 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 in 2020 and January and March in 2021.

RECOMMENDATION

None. Information only.

STAFF CONTACT

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