



Lincoln Metropolitan Planning Organization

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

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

Date: August 3, 2023
Time: 1:00 p.m. – 2:30 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 [April 13, 2023](#) Technical Committee meeting
2. Consent Agenda (Public Hearing and Action)
 - a. [Review and action](#) on revisions to the [FY 2024-2027 Transportation Improvement Program \(TIP\)](#)
 - i. City of Lincoln Transportation and Utilities – Transportation program:
 1. 1st Street & Cornhusker - Traffic Signal Replacement – Reprogram ROW phase from FY2024 to FY2025, reprogram Utilities phase from FY2025 to FY2026, and reprogram Construction/CE phase from FY2025 to FY2027 with partial advanced construction and increased federal funding
 2. A Street, 40th to 56th – Show Advanced Construction (AC) of a portion of funds in the Construction/CE phase due to rescinding of federal Coronavirus funds
 3. US-34 and S. 84th Street/Russwood Parkway Intersection Improvements – Remove project
3. Items removed from Consent Agenda
4. [Review and action](#) on amendment to the [MPO Management Plan](#)

5. [Review and action](#) on revisions to the [FY 2024 Unified Planning Work Program \(UPWP\)](#)
6. Other topics for discussion
7. 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: April 13, 2023, 1:00 p.m., Conference Room 113, County-City Building, 555 S. 10th St., Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: David Cary – Planning Department; Elizabeth Elliott – Lincoln Transportation and Utilities; Pam Dingman – County Engineer; Paul Barnes and Stephanie Rouse – Planning Department; Gary Bergstrom – Lincoln-Lancaster County Health Department; Carla Cosier – StarTran; Roger Figard – Railroad Transportation Safety District; Stephanie Fisher – City of Waverly; Tom Goodbarn and Craig Wacker – Nebraska Department of Transportation; Chad Lay – Lincoln Airport Authority; Larry Legg – County Engineer; Rich Bishop – Urban Development Department; Sara Hartzell – Parks and Recreation; Erin Sokolik – Lincoln Transportation and Utilities; (Kelly Oelke – City of Hickman and Thomas Shafer – Lincoln Transportation and Utilities absent). Rachel Christopher and Teresa McKinstry of the Planning Department; Jarrod Walker and Jodi Gibson – Nebraska Department of Transportation; Brian Praeuner – StarTran; and other interested parties.

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 January 26, 2023. Motion for approval made by Figard, seconded by Legg and carried 11-0: Barnes, Cary, Dingman, Elliott, Figard, Fisher, Goodbarn, Legg, Rouse, Sokolik and Wacker voting 'yes'; Bergstrom, Bishop, Cosier, Hartzell and Lay abstaining; Oelke and Shafer absent.

CONSENT AGENDA

PUBLIC HEARING:

April 13, 2023

Members present: Barnes, Bergstrom, Bishop, Cary, Cosier, Dingman, Elliott, Figard, Fisher, Goodbarn, Hartzell, Lay, Legg, Rouse, Sokolik and Wacker; Oelke and Shafer 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. **City of Lincoln Transportation and Utilities program:**

1. **Consolidate the federal Coronavirus Response and Relief Supplemental Appropriations Act funds under the federal Surface Transportation Block Grant (STBG) funds category**
 2. **S. 70th and Nebraska Parkway Intersection Improvements – Add control number and project number**
- ii. **Pedestrian, Bike and Trails program**
1. **Waterford Trail – Add control number and project number**

ACTION:

Dingman moved approval of the Consent Agenda, seconded by Bergstrom and carried 16-0: Barnes, Bergstrom, Bishop, Cary, Cosier, Dingman, Elliott, Figard, Fisher, Goodbarn, Hartzell, Lay, Legg, Rouse, Sokolik and Wacker voting ‘yes’; Oelke and Shafer absent

REVIEW AND ACTION ON REVISIONS TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) A) LANCASTER COUNTY ENGINEERING PROGRAM: I. S. 68TH STREET, HICKMAN TO ROCA ROAD – ADD PROJECT AND PROGRAM FEDERAL FUNDS

PUBLIC HEARING:

April 13, 2023

Members present: Barnes, Bergstrom, Bishop, Cary, Cosier, Dingman, Elliott, Figard, Fisher, Goodbarn, Hartzell, Lay, Legg, Rouse, Sokolik and Wacker; Oelke and Shafer absent.

Rachel Christopher stated this is amendment to the Lancaster County Engineering program for S. 68th Street from Hickman Road to Roca Road. This will add the project and program federal funds for the current fiscal year. This project has been awarded safety improvement program funds. The funding sources are Highway Safety Improvement Program (HSIP) funds and MPO Surface Transportation Block Grant (STBG) funds. For the construction phase, they would use County funds. This project is in conformance with the Long Range Transportation Plan (LRTP).

Larry Legg stated that once this is done, the S. 68th Street corridor will be improved. It is a much needed improvement. Dingman added that the goal is to do this all at the same time, realizing it will take more than one construction season to finish. They like to do two projects together to be beneficial. This is part of Nebraska Dept. of Transportation (NDOT) newer safety programs that look at roads with eleven foot widths. It is very unforgiving when you only have eleven feet of width and they are trying to make this road safer.

ACTION:

Legg moved approval of the amendment to the FY 2023-2026 TIP as recommended by staff,

- a) Lancaster County Engineering program:

- i. S. 68th Street, Hickman to Roca Road – Add project and program federal funds

seconded by Barnes and carried 16-0: Barnes, Bergstrom, Bishop, Cary, Cosier, Dingman, Elliott, Figard, Fisher, Goodbarn, Hartzell, Lay, Legg, Rouse, Sokolik and Wacker voting ‘yes’; Oelke and Shafer absent.

REVIEW AND ACTION ON THE PROPOSED FY 2024 UNIFIED PLANNING WORK PROGRAM (UPWP)

PUBLIC HEARING:

April 13, 2023

Members present: Barnes, Bergstrom, Bishop, Cary, Cosier, Dingman, Elliott, Figard, Fisher, Goodbarn, Hartzell, Lay, Legg, Rouse, Sokolik and Wacker; Oelke and Shafer absent.

Christopher stated that the UPWP identifies the budget and transportation planning activities for the Lincoln Metropolitan Planning Organization (MPO) for the upcoming year. It follows the State fiscal year. In addition to MPO activities, the document also lists the StarTran budgets and other related transportation planning activities conducted by other departments. It is coordinated with staff from these departments who conduct these eligible activities. This draft was sent to the MPO Administration Committee for comments and none were received. This process is followed every year and activities are funded through the federal planning (PL) grant. This year, the new PL grant funds are about \$513,000. In addition, we have available about \$66,000 in unspent carryover from a prior year for a total of about \$580,000. Among the new work items identified in the UPWP are update of the MPO Public Participation Plan, update Project Prioritization and Selection Process, Vision Zero Action Plan, and update of our Bike and Pedestrian Plans.

Barnes added that the Public Participation Plan and Enhanced Bike Plan were recommendations from the four year federal review. Staff is also looking to the future to budget for a new LRTP. Initial work for the LRTP Update will begin at the end of 2024 or beginning of 2025. We need to budget for enough carryover to fund that larger project.

ACTION:

Bergstrom moved approval of the FY 2024 Unified Planning Work Program as recommended by staff, seconded by Legg and carried 16-0: Barnes, Bergstrom, Bishop, Cary, Cosier, Dingman, Elliott, Figard, Fisher, Goodbarn, Hartzell, Lay, Legg, Rouse, Sokolik and Wacker voting 'yes'; Oelke and Shafer absent.

REVIEW AND ACTION ON 2023 SELF-CERTIFICATION REVIEW

PUBLIC HEARING:

April 13, 2023

Members present: Barnes, Bergstrom, Bishop, Cary, Cosier, Dingman, Elliott, Figard, Fisher, Goodbarn, Hartzell, Lay, Legg, Rouse, Sokolik and Wacker; Oelke and Shafer absent.

Christopher stated that the self-certification is done every year and included in the TIP. It is a document that certifies that the MPO continues to meet all federal requirements. It is signed by the Mayor on behalf of the MPO. This verification continues to ensure we receive federal funding.

Cary requested a point of clarification that this certification is distinct from the review of the MPO conducted every four years by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA).

ACTION:

Barnes moved approval of the 2023 Self Certification Review as recommended by staff, seconded by Goodbarn and carried 16-0: Barnes, Bergstrom, Bishop, Cary, Cosier, Dingman, Elliott, Figard, Fisher, Goodbarn, Hartzell, Lay, Legg, Rouse, Sokolik and Wacker voting 'yes'; Oelke and Shafer absent.

REVIEW AND ACTION ON THE PROPOSED FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

PUBLIC HEARING:

April 13, 2023

Members present: Barnes, Bergstrom, Bishop, Cary, Cosier, Dingman, Elliott, Figard, Fisher, Goodbarn, Hartzell, Lay, Legg, Rouse, Sokolik and Wacker; Oelke and Shafer absent.

Christopher stated that the TIP is a federally required program. It looks at a four year period. The current program is 2023-2026. It shows all project listings for those projects that receive federal funds. It also shows locally funded regionally significant projects as well. This document is developed in coordination with NDOT. NDOT has their own State TIP. It is updated annually as well. The TIP is adopted every year and can be amended as needed in the interim to add, delete and modify projects. All projects must conform to the LRTP.

This effort is coordinated with all agencies having applicable projects needing to be listed in the TIP. NDOT includes their improvements to the Interstate and highway systems. StarTran shows operational and capital public transportation projects. Lincoln Airport Authority lists operational and capital improvement projects funded through the Federal Aviation Administration (FAA) and local funds. FTA Section 5310 and 5311 funds are for rural area formula grants for vanpool and other public transportation services. Pedestrian, Trail and On-Street Bike facilities are listed for Parks and Recreation and Planning Department. Railroad Transportation Safety District (RTSD) projects are also shown.

New with this proposed TIP is an interactive online map. The tables for each program are still provided as well. The map allows the user to see the project in its context. More information about the project and a link to the program tables is available on the side of the map. Also, a Google Street View has been integrated. In addition, there are new review elements for equity and congestion management. These were in response to recommendations from the FTA and FHWA from the MPO's four year certification review. Information at the project level will inform decision making for the Technical Committee and Officials Committee. It will apply to new projects as they are added to the TIP, starting with this TIP for most programs. The TIP review will be integrated with other MPO plans and processes such as the LRTP and the MPO Congestion Management process through these review elements. There is an equity goal in the LRTP to help identify underserved and overburdened communities. Analysis will be done for the proposed projects. Also in the LRTP, project scoring was done. The score will be included in the analysis. The Congestion Management is a required adopted document due to the size of the Metropolitan Planning Area being over 200,000 people. It identifies congested corridors and also has some strategies listed to help address congestion from a variety of different directions. Some analysis was done in the LRTP using modeling to identify congested areas. Information from the Congestion Management Plan and LRTP related to congestion mitigation will be included in the review of new projects.

A new project proposed for this TIP qualifying for these new reviews is the W. South Street bridge over Salt Creek. This is a new proposed Lincoln Transportation and Utilities (LTU) project. There will be a variety of benefits with this project and analysis provided on the equity and congestion management reviews was included in the staff report.

The Planning Commission will be briefed on the proposed TIP on April 19, 2024. The Officials Committee will hold their public hearing on May 10, 2023. The MPO will then submit the TIP to the State for inclusion in the State TIP. Ultimately, the proposed TIP will go into effect on October 1, 2023. TIP amendments that were acted upon earlier in this meeting are included in the proposed document.

Cary appreciates everyone's work. It is a joint document in process that everyone takes part in at some point. There is a lot of funding that flows through this document.

ACTION:

Elliott moved approval of the FY 2024-2027 Transportation Improvement Program as recommended by staff, seconded by Barnes and carried 16-0: Barnes, Bergstrom, Bishop, Cary, Cosier, Dingman, Elliott, Figard, Fisher, Goodbarn, Hartzell, Lay, Legg, Rouse, Sokolik and Wacker voting 'yes'; Oelke and Shafer absent.

REPORT ON THE DEVELOPMENT AND SCHEDULE FOR THE NEW MPO PUBLIC PARTICIPATION PLAN:

Christopher stated this is another required document by the federal government. The Public Participation Plan (PPP) explains the MPO processes, and tools and strategies that we use for projects and efforts. It was last updated in 2014 and is due for an update. We are required to periodically review and update the document to ensure it continues to represent a full public participation process. We are hoping to have the PPP Update process take place during the 2023 calendar year. Staff has identified a few aspects thus far to be considered in terms of making the plan a little more streamlined and easier to digest, adding more visual aids, and considering new methods of public input that could be integrated such as virtual public involvement and online commenting tools. We have already started doing some peer review research to learn what other MPOs are doing. We also want to look closer at monitoring how effective the plan is over time, and are looking at ways to evaluate that. This was another recommendation from our federal certification review. The tentative schedule through May is focused on internal staff assessment of the document. In June, there would be a 30-day solicitation of input from interested parties and stakeholders, followed by input from the MPO Administration Committee, publication of the draft for a 45-day comment period. We will then incorporate any comments and take it back through the Administration Committee before hearing and action before the Technical and Officials Committees. We are excited to update this plan and encourage everyone to help send out word of the outreach when we get to that point.

Dingman inquired if it is a requirement to look at the current plan periodically. She noted it was revised in 2014 and new in 2010. She asked if there is a requirement to update this every ten years. Christopher responded that the regulations aren't that specific. They just speak to keeping the plan up-to-date and

periodic assessment. Cary added any updates that may be appropriate would also be done following periodic review. Doing LRTP during the Covid pandemic with use of online tools was interesting and will inform this process quite a bit. Bergstrom added that the Environmental Protection Agency (EPA) is encouraging a full review of equity aspects. Barnes noted that the FHWA/FTA comments were specific about measuring outreach as part of this update. Staff would encourage any helpful ideas.

Dingman asked if the revisions are being done in-house. Christopher replied yes and added that any thoughts would be appreciated.

OTHER:

- **NDOT – coordination of discretionary grant applications**

Jarrod Walker from NDOT spoke and introduced Jodi Gibson with him who manages local systems development. He is happy to talk about any more details after the presentation. There is \$66 billion available in funding from the bipartisan infrastructure law. RAISE and a number of new grants are included. It is a long list of grants. To find out more, he would encourage everyone to look on NDOT's website at information available on federal grants through the Bipartisan Infrastructure Law (BIL). Summaries include eligible entities and funding available, along with program objectives. Another aspect of federal discretionary grant applications is that federal grants come with federal strings. You have to have matching funds available, typically with an 80/20 match. NDOT highly encourages all communities looking to pursue a federal grant to communicate with his or Gibson's team. NDOT can provide letters of support. A competitive grant application comes down to the type of program it is, public benefits, equity and climate change. The more you can demonstrate these are addressed through the project and application, the more beneficial it is. If you win a grant award, there is can be a lot of requirements that come with it and he would invite reaching out to himself or Gibson with any questions. NDOT can assist with grants through their strategic planning division, explain the grant programs, and explain the application process.

Gibson stated that there are some things people don't realize about the process, such as that NDOT or FHWA will help to administer the grant. If you win these discretionary grants, there is a long process to get a grant agreement approved. That process has taken anywhere from eight to twelve or eighteen months. Remember that funds aren't released until the grant agreement is approved. You pay all costs out of pocket until the agreement is approved. If you receive a grant, FHWA will reach out to work with you on it. If you use FHWA to administer, all procurement and everything else must be approved by FHWA, which can take quite a bit of time.

Dingman announced she just found out that eight states received bridge grants, although Lancaster County wasn't one of them.

Figard wondered if someone is awarded a grant, he understands that a separate grant agreement has to be put together. Gibson answered it is about five or six pages. The amount of comments that come back can be overwhelming.

Elliott stated she had high hopes one of their agreements might be done this summer, but it is looking like they will not be finished until the end of the year. Gibson stated that you need to make sure that if you are thinking of starting a project and hiring consultants, make sure you are setting yourself up in terms of preparation beforehand. Elliott reiterated that there is no pre-award authority before the paper grant is signed that will pay for associated work.

PUBLIC COMMENT:

No one appeared.

Figard made a motion to adjourn, seconded by Elliott and carried 16-0: Barnes, Bergstrom, Bishop, Cary, Cosier, Dingman, Elliott, Figard, Fisher, Goodbarn, Hartzell, Lay, Legg, Rouse, Sokolik and Wacker voting 'yes'; Oelke and Shafer absent.

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

<https://inlanc.sharepoint.com/sites/PlanningDept-MPO/Shared Documents/MPO/Technical Committee/Minutes/2023/041323.docx>

Lincoln MPO Technical Committee Agenda Summary

AGENDA ITEM NO.	2.a
MEETING DATE	August 3, 2023
REQUEST	VOTE: Amendment No. 1 to the FY 2024-2027 Transportation Improvement Program
ASSOCIATED MEETINGS	None
APPLICANT(S)	Craig Aldridge, LTU, caldridge@lincoln.ne.gov , 402-441-5349
STAFF CONTACT	Rachel Christopher, rchristopher@lincoln.ne.gov , 402-441-7603
LINK TO MAP	1st Street & Cornhusker - Traffic Signal Replacement A Street, 40th to 56th US-34 and S. 84th Street/Russwood Parkway Intersection Improvements

RECOMMENDATION: APPROVE THE CONSENT AGENDA

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 2024-2027 TIP was adopted by the MPO Officials Committee on May 10, 2023 and will go into effect on October 1, 2023.

SUMMARY OF REQUEST

The proposed Amendment No. 1 to the FY 2024-2027 TIP includes the following revisions:

City of Lincoln Transportation and Utilities – Transportation program:

- 1st Street & Cornhusker - Traffic Signal Replacement – Reprogram ROW phase from FY2024 to FY2025, reprogram Utilities phase from FY2025 to FY2026, and reprogram Construction/CE phase from FY2025 to FY2027 with partial advanced construction and increased federal funding
- A Street, 40th to 56th – Show Advanced Construction (AC) of a portion of funds in the Construction/CE phase due to rescinding of federal Coronavirus funds, which were recently categorized under the Surface Transportation Block Grant (STBG) funding header
- US-34 and S. 84th Street/Russwood Parkway Intersection Improvements – Remove project

The revisions for the second item, A Street, 40th to 56th, are being made as a result of a rescission of the MPO’s balance of Coronavirus funds. The debt ceiling agreement approved by Congress and signed by the President in June 2023 rescinded unobligated Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds provided to the MPO and programed to LTU projects. Prior to the rescission, a TIP

amendment was processed to put the Coronavirus funds under the Surface Transportation Block Grant (STBG) funding header in LTU's program, which is coded "LC" in the TIP tables. This amendment was to allow remaining Coronavirus funds to be spent down more quickly.

Approximately \$1.4 million of the MPO's Coronavirus funds were able to be obligated. This left \$876,548 that was rescinded. The TIP amendment is accounting for the lost funds by delaying a portion of the LC-funded LTU project for A Street, 40th to 56th in the amount of \$252,528 so that the TIP can remain fiscally constrained. Advanced Construction (AC) is a mechanism that allows projects to be funded with federal-aid dollars at a later date. Under an AC arrangement, all or a portion of a project's costs are funded up-front using local dollars. The project must follow all federal requirements. The local funds are then reimbursed by federal funds at a later date. In this case, the federal funding for reimbursement will now be regular STBG rather than Coronavirus funds.

The deletion of the third item, the project for US-34 and S. 84th Street/Russwood Parkway Intersection Improvements, is due to public opposition. The project would have restricted or potentially removed access to an adjacent business as a result of the design. The Highway Safety Improvement Program (HSIP) funding was contingent upon gaining approval of this property owner to change their access. Since approval could not be obtained, the project cannot move forward.

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

CONFORMANCE WITH 2050 LONG RANGE TRANSPORTATION PLAN

This amendment affects existing projects in the TIP which were previously been determined to be in conformance with the 2050 LRTP.

BUDGET CONSIDERATIONS

These proposals can be accommodated within a fiscally constrained plan for Surface Transportation Block Grant (STBG) funds in the Lincoln MPO FY 2024-2027 Transportation Improvement Program (TIP).

CONGESTION MANAGEMENT AND EQUITY CONSIDERATIONS

These changes impact existing projects in the TIP. Therefore, no equity or congestion management reviews are required.

FISCAL YEARS 2024-2027 CITY OF LINCOLN TRANSPORTATION AND UTILITIES - TRANSPORTATION PROGRAM - APPENDIX

PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)

PROJECT	PHASE	PRIOR		PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS		
		FISCAL YEARS	FS	FY 2024	FS	FY2025	FS	FY2026	FS	FY2027	FS				
Transportation System Preservation															
Amend (Modify) 1st Street & Cornhusker - Traffic Signal Replacement This project may include reconstruction of the existing traffic signal at the intersection and pavement improvements to improve traffic operations at this intersection. All construction is expected to be within the existing right-of-way.	PE	144.1	LC												
	PE	36.0	LN												
	ROW					4.0	LC								
	ROW					1.0	LN								
	Utilities							15.0	LN						
	Const/CE									624.0	LC				
	Const/CE									530.0	LN				
	Const/CE									1,496.0	LC-AC(LN)		1,496.0		
	Const/CE												-1,496.0		
	TOTAL		180.1		0.0		5.0		15.0		2,650.0		1,496.0	4,346.1	
Amendment Description: Reprogram ROW phase from FY2024 to FY2025, reprogram Utilities phase from FY2025 to FY2026, and reprogram Construction/CE phase from FY2025 to FY2027 with partial advanced construction and increased federal funding. <input type="checkbox"/> New <input type="checkbox"/> Deleted <input checked="" type="checkbox"/> Schedule <input checked="" type="checkbox"/> Budget <input type="checkbox"/> Scope															
Transportation System Optimization															
Amend (Modify) A Street, 40th to 56th Project to include intersections improvements on A Street at 40th, 48th and 50th/Cotner and widening of A Street from 40th to 48th for a center turn lane. This project also include pavement rehabilitation, curb ramp reconstruction and utility adjustments. Approximately 1.0 mile.	PE	1,280.0	LC												
	PE	320.0	LN												
	ROW			280.0	LC										
	ROW			70.0	LN										
	Const/CE							6,019.5	LC		252.5	LC			
	Const/CE							1,568.0	LN		-252.5	LN			
	Const/CE							252.5	LC-AC(LN)						
	TOTAL		1,600.0		350.0		0.0	7,840.0			0.0		0.0	9,790.0	
	Amendment Description: Show Advanced Construction (AC) of a portion of funds in the Const/CE phase due to rescinded federal Coronavirus funds, which are categorized under the STBG (LC) funding header. <input type="checkbox"/> New <input type="checkbox"/> Deleted <input checked="" type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> Scope														
	Amend (Remove) US-34 and S. 84th Street/Russwood Parkway Intersection Improvements This is a safety project partially funded with Highway Safety Improvement Project funds through the Federal Highway Administration (FHWA) and Nebraska Department of Transportation (NDOT). It will involve potential curb and lane geometric modifications. Construction is anticipated to occur in 2025.	PE	719.0	LN											
ROW/Utilities				389.6	HS										
ROW/Utilities				43.3	LN										
Const/CE						5,429.9	HS								
Const/CE						707.7	LN								
NDOT		57.2	HS												
NDOT		7.5	LN												
TOTAL			783.7		432.9		6,137.6		0.0		0.0		0.0	7,354.2	
Amendment Description: Delete project. <input type="checkbox"/> New <input checked="" type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> Scope															

FEDERAL FUNDS

LC (STPG-Urbanized Areas > 200,000, Lincoln) - This includes the Highway Infrastructure Funding from the FAST Act and the Coronavirus Response and Relief Supplemental Appropriations Act Funding
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]



Lincoln MPO Technical Committee Agenda Summary

AGENDA ITEM NO.	4
MEETING DATE	August 3, 2023
REQUEST	VOTE: Amendment to the MPO Management Plan
ASSOCIATED MEETINGS	None
STAFF CONTACT	Rachel Christopher, rchristopher@lincoln.ne.gov , 402-441-7603

RECOMMENDATION: APPROVE THE 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 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.

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

- Page 9 – Add one voting member from the City of Bennet to the Technical Committee.

As of the 2020 Census, Bennet was declared a City of the Second Class based on its population exceeding eight hundred inhabitants. The other second-class cities in the MPO management area which are Waverly and Hickman have representation on the Technical Committee. Therefore, Bennet’s request is supported. The City Clerk/Treasurer will serve as the voting member position for the City of Bennet.

Enclosed is the MPO Management Plan showing the proposed revisions.

BUDGET CONSIDERATIONS

None.

VILLAGE
OF
BENNET

We are now a City! Please change our name to:

CITY OF BENNET



March 22, 2023

Metropolitan Planning Organization
555 S. 10th Street, Ste. 213
Lincoln, NE 68508

Re: Request to Join Lincoln MPO

Dear Officials Committee

As of the 2020 census, Bennet had 1082 residents and on March 21, 2022 Bennet was declared to be a City of the Second Class by the Nebraska Secretary of State. Bennet continues to grow at a rapid pace and recently adopted a new zoning map and subdivision regulations to plan for the growth we are expecting. As identified on the Lincoln MPO website, the purpose of this organization is to plan for both long and short range transportation plans, as well as creating a Unified Planning Work Program. Bennet is currently primarily accessed via Highway 43, but there are numerous other gravel roads providing access to the city. Road projects by both Lancaster County and the State of Nebraska can have drastic impacts on the future of Bennet. Given Bennet's rapid growth and keeping an eye to the future, we have a compelling interest in having a voice at the table when decisions are made regarding transportation decisions. For that reason, we are requesting to be admitted as a voting member of the Lincoln MPO Technical Committee.

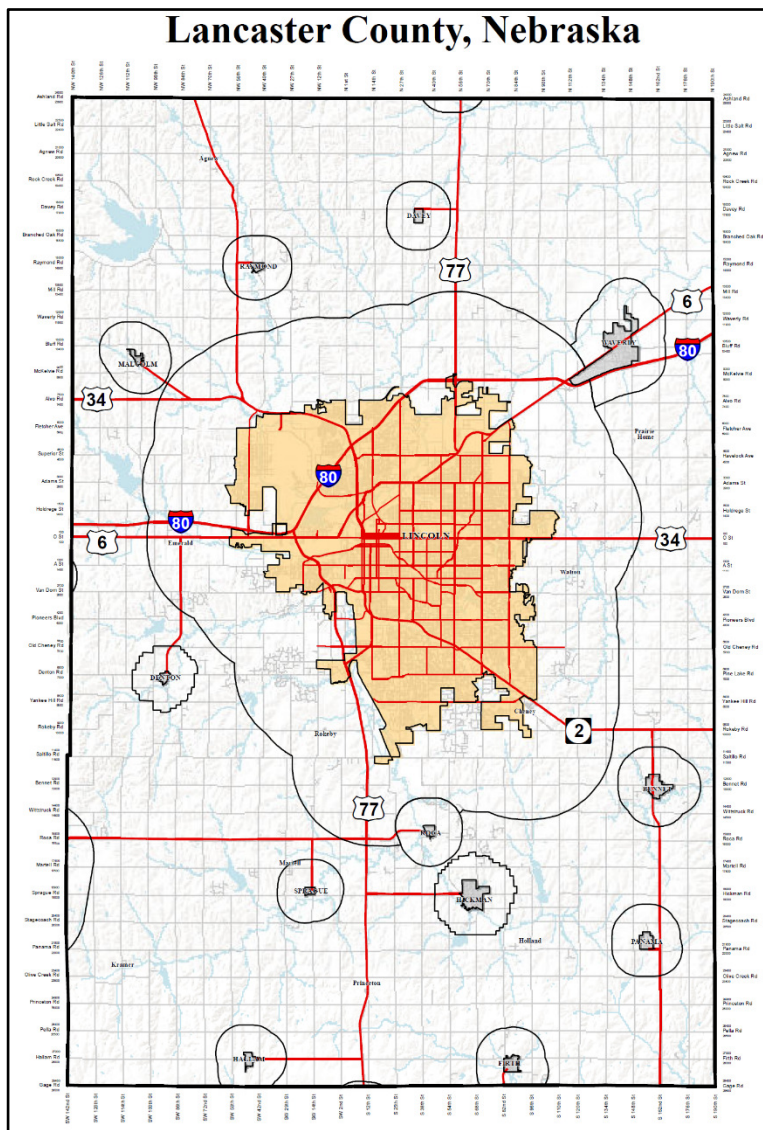
Sincerely,

Ryan Cheney, Mayor
City of Bennet

Please update email address to: cityclerk@cityofbennet.com

685 Monroe, PO Box 255, Bennet, NE 68317 Phone: 402-782-3300 Fax: 402-782-3320
Email: bennetvlg@diodecom.net Website: cityofbennet.com

Lincoln Metropolitan Planning Organization



Management Plan

Adopted on September 24, 2009

Administratively Revised on June 5, 2023

Amended on (ADOPTION DATE)



Lincoln Metropolitan Planning Organization

555 S. 10th Street, Suite 213

Lincoln, NE 68508

402-441-7491

lincoln.ne.gov (search: metropolitan)

Lincoln MPO Members

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



U.S. Department of Transportation Federal Highway Administration

Credit / Disclaimer Statement

“The preparation of the document was financed in part with funding from the United States Department of Transportation (USDOT), and administered by the Nebraska Department of Transportation (NDOT). The opinions, findings, and conclusions expressed in this publication are those of the authors and do not necessarily represent USDOT, or NDOT.”

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I.0 Introduction

I.1 About this MPO Management Plan Document

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

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

I.2 MPO Transportation Planning

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

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

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

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

Figure 1 3-C Planning Process

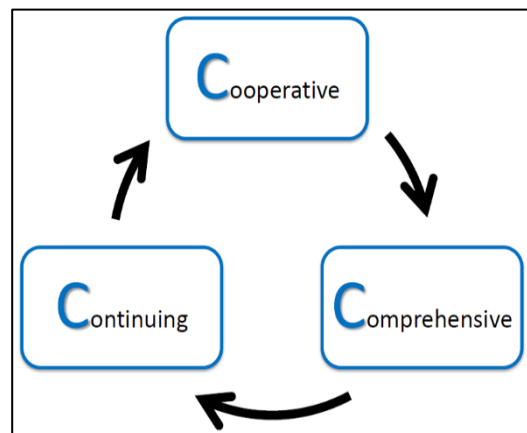
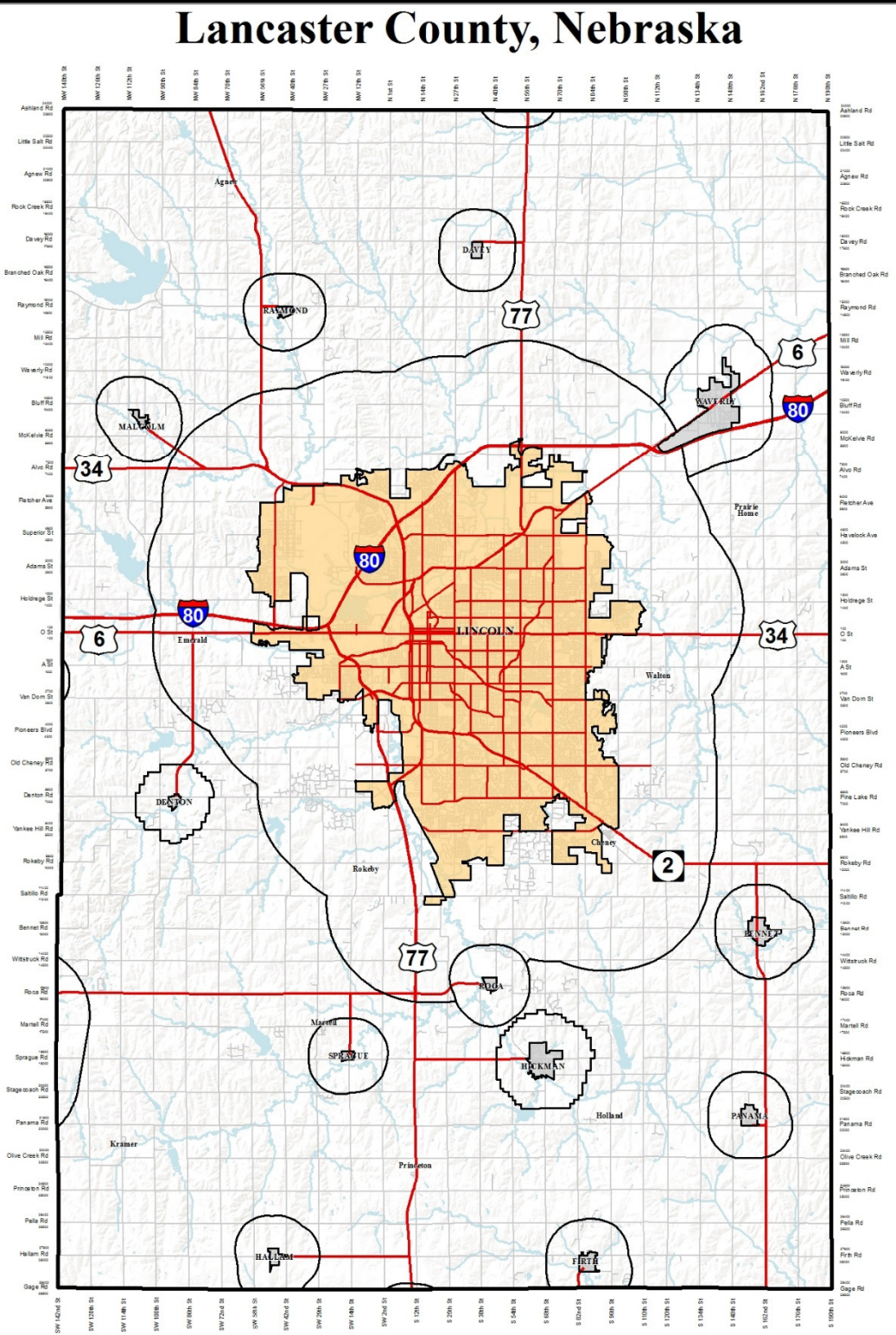


Figure 2 Lincoln MPO Metropolitan Planning Area Map



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The most recent transportation act, the Infrastructure, Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was signed into law on November 15, 2021. The BIL authorizes new surface transportation infrastructure programs and continues these basic planning requirements with emphases on sustainability, resiliency, and equity. Federal transportation legislation defines eight specific planning factors to be considered when developing transportation plans and programs in a metropolitan area. The metropolitan planning process will continue to provide for consideration of projects and strategies that will:

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

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

1.3 Background of the Lincoln MPO and the Memorandum of Agreement

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

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

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

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

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

2.0 Required MPO Planning Documents

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

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

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

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

numerous MPO transportation planning activities is to support the monitoring and development of the LRTP and the TIP.

2.1 Long Range Transportation Plan (LRTP)

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

2.2 Transportation Improvement Program (TIP)

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

2.3 Unified Planning Work Program (UPWP)

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

2.4 Public Participation Plan

The Lincoln MPO's Public Participation Plan is a proactive process which seeks to provide complete information, timely public notice, and early and continuous public access to key decisions in the metropolitan transportation planning process. This involves evaluating and updating, as necessary, the

MPO's Public Participation Plan to meet the community's needs and federal regulations which have increased the emphasis on providing opportunities for environmental justice with interested parties to comment on the content of the MPO's Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP).

2.5 Congestion Management Process

Federal transportation legislation 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

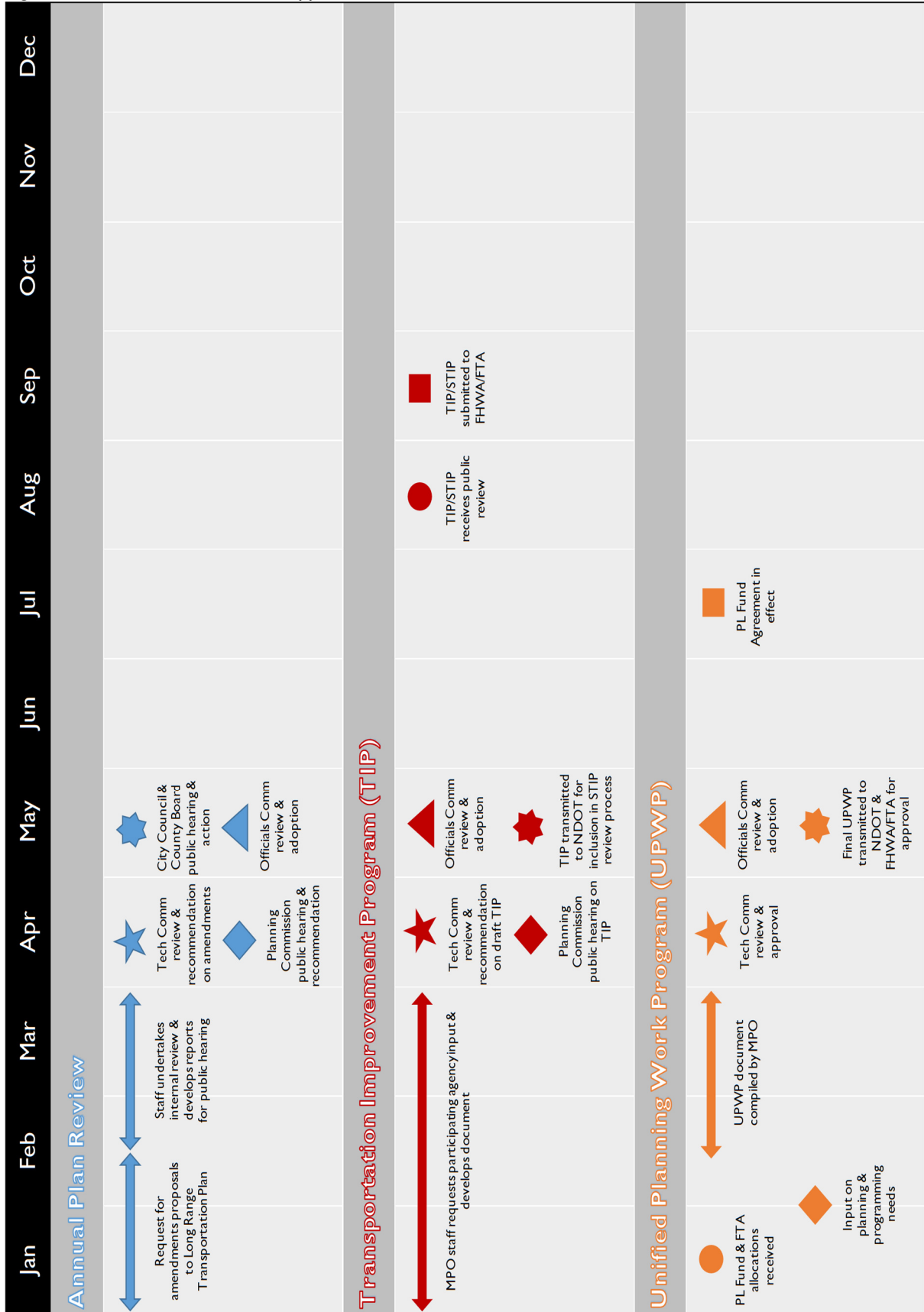
A self-review and evaluation of the transportation planning process for the Lincoln MPO is conducted each year assessing its compliance with applicable federal metropolitan planning laws and regulations. A report is prepared, reviewed and acted upon by the MPO's Technical and Officials Committees regarding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

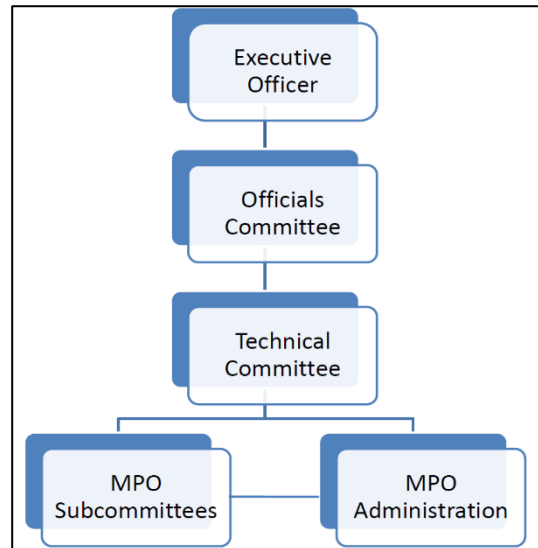


3.0 Organization and Administration

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, Lancaster County
- Two members of the City Council, 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
- 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
- [Bennet City Clerk/Treasurer](#)

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
- Lincoln Transportation & Utilities-Transportation
- Lincoln Transportation & Utilities-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
- Lincoln Transportation & Utilities-Transportation
- Lincoln Transportation & Utilities-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-Transportation

Membership:

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

Work Items:

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

Reporting:

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

3.5.5. Special Studies and Projects Committee

Lead Agency:

- Variable

Membership:

- Ad Hoc/Standing

Work Items:

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

Meetings:

- Subject to call as circumstances arise.

Reporting:

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

3.6 MPO Administration

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

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

3.7 MPO Meetings

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

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

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

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

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

Lincoln Metropolitan Planning Organization

Appendix A:

Designation of City of Lincoln as the Lincoln MPO



City of Lincoln Nebraska

OFFICE OF THE
MAYOR

SAM SCHWARTZKOPF
MAYOR

February 12, 1974

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

Attention: Robert Kuzelka

Dear Governor Exon:

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

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

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

Sincerely,

Sam Schwartzkopf
Mayor

SS/DEB/11e

Enc.

RESOLUTION NO. A- 60652

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

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

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

Introduced by

W. Richard Parks

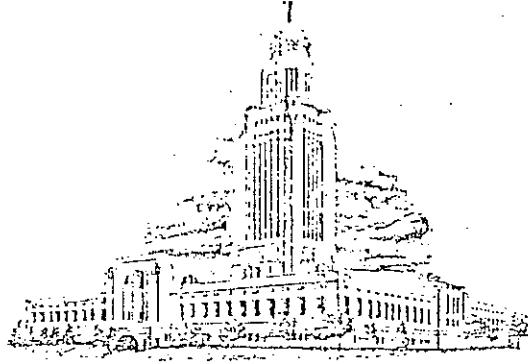
Approved as to Form & Legality:

Richard R. Wood
City Attorney

ADOPTED

JAN 21 1974

By City Council



RECEIVED
MAY 8 - 1974
MAYOR'S OFFICE

STATE OF NEBRASKA

1974 MAY 8

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

Dear Mayor Schwartzkopf:

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

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

Sincerely,

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

J. James Exon
Governor

Lincoln Metropolitan Planning Organization

Appendix B:

MPO Memorandum of Understanding

Memorandum of Understanding

between

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

Concerning

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

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

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

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

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

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

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

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

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

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

NOW, THEREFORE, be it resolved;

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

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

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

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

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

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

ATTEST:

Carl S Hartman
County Clerk

H. Bruce [Signature]
Chairman, Lancaster County Board
of Commissioners

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

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

CITY OF LINCOLN, NEBRASKA
a municipal corporation

ATTEST:

Paul Maher
City Clerk - De Ann

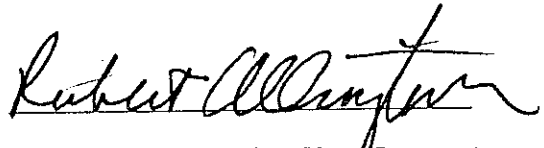
Helen Boosalis
Helen Boosalis, Mayor

Approved as to Form and Legality:

[Signature]
City Attorney

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

LINCOLN CITY-LANCASTER COUNTY
PLANNING COMMISSION

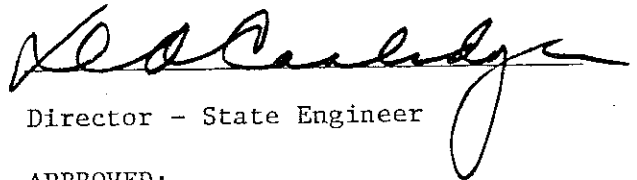
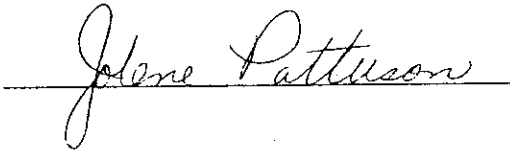


Chairman, Lincoln City-Lancaster
County Planning Commission

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

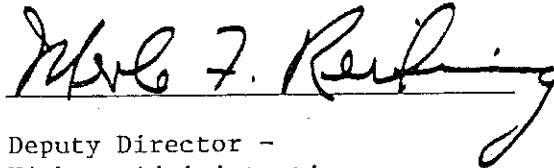
STATE OF NEBRASKA
DEPARTMENT OF ROADS

ATTEST:



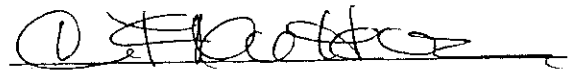
Director - State Engineer

RECOMMENDED:



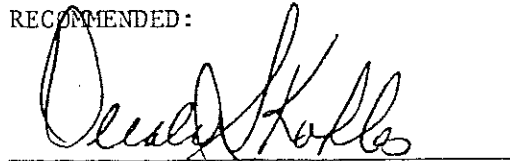
Deputy Director -
Highway Administration

APPROVED:



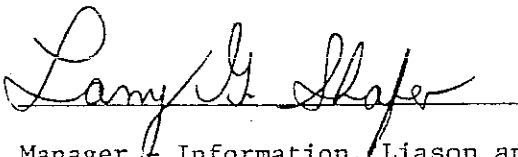
Deputy State Engineer -
Engineering Services

RECOMMENDED:



Engineer - Planning Division

RECOMMENDED:



Manager Information, Liason and
Agreement Services Division

RESOLUTION NO. A- 64435

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

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

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

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

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

APPROVED

NOV 13 1977

Introduced by:

Charles D. Humble

Approved as to Form and Legality: Staff Review Completed:

Charles D. Humble
City Attorney

[Signature]
Administrative Director

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

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

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

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

Dated this 15 day of November, 1977.

Helen G. Boosalis

Helen G. Boosalis, Mayor

Approved as to Form and Legality:

Ass't *Walter L. Kerst*

City Attorney

Staff Review Completed:
[Signature]

Administrative Director

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

In the Matter of the Execution
of Memorandum of Understanding

RESOLUTION NO. 3245

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

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

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

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

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

Approved as to Form
this _____ day of _____
APR 1977

Michael J. Heaney
LANCASTER COUNTY ATTORNEY

BY THE BOARD OF COUNTY COMMISSIONERS
OF LANCASTER COUNTY, NEBRASKA

H. B. ...
John E. ...
Ken ...

Lincoln Metropolitan Planning Organization

Appendix C:

Memorandum of Agreement

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

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

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

WITNESSETH:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SECTION 1. DURATION OF THIS AGREEMENT

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

SECTION 2. PARTIES

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

SECTION 3. PURPOSE

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

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

SECTION 4. APPLICABILITY

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

SECTION 5. FEDERAL FAST ACT REQUIREMENTS

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

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

SECTION 6. PARTICIPANT RESPONSIBILITIES

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

SECTION 7. PARTICIPATION IN THE PLANNING PROCESS

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

SECTION 8. ORGANIZATION OF PLANNING PROCESS

The MPO Officials Committee and Technical Advisory Committee Structure

1. Officials Committee

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

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

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

2. Technical Advisory Committee

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

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

State has two votes on the TAC.

SECTION 9. GENERAL RESPONSIBILITIES

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

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

SECTION 10. UNIFIED PLANNING WORK PROGRAM (UPWP)

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

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

SECTION 11. CERTIFICATION OF THE PLANNING PROCESS

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

SECTION 12. METROPOLITAN TRANSPORTATION PLAN(S)

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

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

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

SECTION 13. TRANSPORTATION IMPROVEMENT PROGRAMS

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

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

SECTION 14. ANNUAL LISTING OF OBLIGATED PROJECTS

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

SECTION 15. CORRIDOR OR OTHER MAJOR STUDIES

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

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

SECTION 16. PERFORMANCE MEASURES

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

SECTION 17. DISPUTE RESOLUTION

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

SECTION 18. AMENDMENT OR TERMINATION OF AGREEMENT

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

[Remainder of Page Intentionally Left Blank]

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

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

WITNESS:

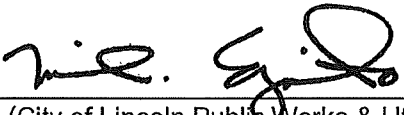
(STARTRAN)

(David Cary, Director)

(Miki Esposito, Director)



(Lincoln/Lancaster Planning Department)



(City of Lincoln Public Works & Utilities)

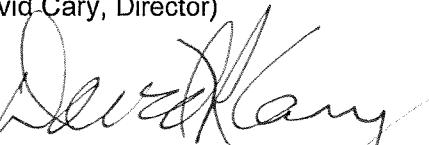
EXECUTED by MPO this 19th day of April, 2018

WITNESS:


LINCOLN METROPOLITAN PLANNING ORGANIZATION (MPO)

(David Cary, Director)

(Mayor Chris Beutler)



(Lincoln/Lancaster Planning Department)



(Executive Director)

EXECUTED by State this 30 day of April, 2018.

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



Intermodal Planning Engineer

Lincoln Metropolitan Planning Organization

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

Bylaws of the Officials Committee

for the Lincoln Metropolitan Planning Organization

Article I. Officials Committee

Section 1. Name

The name of this Committee shall be the Officials Committee.

Section 2. Purpose and Intent

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

Section 3. Membership

- A. The membership of this Committee shall be as outlined in the "Lincoln MPO: Management Plan" document. Any Committee member who will be absent from a meeting shall have the right to appoint a representative of the same affiliation to serve in place of that member. 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 sent electronically at least seven (7) days in advance of the meeting day, whenever practical. The agenda and other matters of business shall be 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 May 10, 2023**

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 sent electronically at least seven (7) days in advance of the meeting day, whenever practical. The agenda and other matters of business shall be 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 May 10, 2023**



Lincoln MPO Technical Committee Agenda Summary

AGENDA ITEM NO.	5
MEETING DATE	August 3, 2023
REQUEST	VOTE: Amendment No. 1 to the FY 2024 Unified Planning Work Program
ASSOCIATED MEETINGS	None
STAFF CONTACT	Rachel Christopher, rchristopher@lincoln.ne.gov , 402-441-7603

RECOMMENDATION: APPROVE AMENDMENT NO. 1 TO THE FY 2024 UNIFIED PLANNING WORK PROGRAM

BACKGROUND

The FY 2024 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, 2023 through June 30, 2024. 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). The FY 2024 UPWP was adopted by the MPO Officials Committee on May 10, 2023.

SUMMARY OF REQUEST

The proposed Amendment No. 1 to the FY 2024 UPWP includes the following revisions:

- Page 3: Reflect the addition of unspent funds from the previous fiscal year budget, FY 2023, that will be de-obligated and carried over into the FY 2024 budget in the amounts of \$233,912 (80% Federal Share) and \$58,478 (20% Local Share) for a total of \$292,390.
- Pages 47-49: Reflect the inclusion of the de-obligated funds in the budget under Activity 6500, Metropolitan Transportation Planning: Change the total funds from \$198,788 (PL funds - \$159,030 and Local funds - \$39,758) to \$491,178 (PL funds - \$392,942 and Local funds - \$98,236) and update the total budget figures accordingly.

The complete FY 2024 UPWP is available at:

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

BUDGET CONSIDERATIONS

Each year, the MPO and NDOT sign a new agreement for the MPO's federal transportation Planning (PL) grant. The grant funds the transportation planning work of the MPO. The grant reimburses the City of Lincoln for eligible work done under the grant by staff at the rate of 80%. A 20% local funding match is required.

Typically, some portion of each grant year's funds remain unspent. The MPO must budget and carry funds over year-to-year in order to fund more expensive planning activities such as consultant work for major plan updates.

The standard process for gaining access to unspent grant funds is waiting for NDOT's annual audit of the PL fund to conclude. NDOT audits a given grant year 2 years after that grant year ends. After the audit concludes, any final determined unspent funds are included in the following year's grant. This means that there is a 2-year wait period before unspent funds become available again.

Alternatively, an early de-obligation of funds can be requested to make the funds available sooner. This agenda item represents a request for early de-obligation of funds from FY 2023 (Grant No. SPR-PL-1(60)). This process has not commonly been used by the MPO in the past. However, it will be used more often going forward to ensure that sufficient funds are available for consultant or other work when needed. The early de-obligation process involves estimating the unspent funds for the year and submitting a de-obligation request to NDOT. An amended PL agreement will be prepared by NDOT that reflects the proposed changes. The amended agreement will then be routed to the Mayor and NDOT for approval.

The funds would be added to the activity for Metropolitan Transportation Planning, which includes work on the 2050 Long Range Transportation Plan (LRTP) and coordination with the Lincoln-Lancaster County Comprehensive Plan.

**Fiscal Year 2024
Unified Planning Work Program**

(July 1, 2023 - June 30, 2024)



**Lincoln
Metropolitan Planning
Organization**

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

UNIFIED PLANNING WORK PROGRAM (PL-61)

Lincoln Metropolitan Planning Organization

Fiscal Year 2024
(July 1, 2023 - June 30, 2024)

Submitted by
Lincoln-Lancaster Planning Department
for the Lincoln Metropolitan Planning Organization
555 South 10th Street
Lincoln, Nebraska 68508

Technical Committee Action

April 13, 2023

Officials Committee Action

May 10, 2023

Metropolitan Planning Organization Endorsement

May 10, 2023

FHWA/FTA Approval

June 14, 2023

May 2023



U.S. Department of Transportation
Federal Highway Administration

Required Credit / Disclaimer Statement

“The preparation of the document was financed in part with funding from the United States Department of Transportation (USDOT), and administered by the Nebraska Department of Transportation (NDOT). The opinions, findings, and conclusions expressed in this publication are those of the authors and do not necessarily represent USDOT, or NDOT.”

Lincoln Metropolitan Planning Organization
UNIFIED PLANNING WORK PROGRAM
Fiscal Year 2024

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Lincoln Metropolitan Planning Organization
UNIFIED PLANNING WORK PROGRAM
Fiscal Year 2024

Introduction

Purpose

The **FY 2024 Unified Planning Work Program (UPWP) for Transportation Planning for the Lincoln Metropolitan Planning Organization (MPO)** incorporates in one document all federally assisted state, regional, and local transportation planning activities proposed to be undertaken in the region from July 1, 2023 through June 30, 2024. 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 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 (STBG) 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.

Planning Requirements

The 1962 Federal Aid Highway Act required states and local governments to conduct cooperative, comprehensive, and continuing (“3-C”) transportation planning in order to receive federal funds for highway and transit improvements. Subsequently in 1973, an amendment to this act further required the governor of each state, with local concurrence, to designate a Metropolitan Planning Organization (MPO) for every urbanized area to coordinate area wide transportation planning. On March 22, 1974, the City of Lincoln was recognized as the Metropolitan Planning Organization (MPO) for the Lincoln Metropolitan Area serving Lincoln and Lancaster County to carry out transportation planning and decision-making for the Lincoln metropolitan planning area. The “Memorandum of Understanding” between the City, County and State agreeing to cooperate in carrying out this task, was adopted on November 23, 1977.

Lincoln MPO is the designated Transportation Management Agency (TMA) and carries out its responsibilities in accordance with the pertinent federal regulations. The MPO Management Plan was updated and adopted on September 24, 2009 and the Memorandum of Agreement (MOA) for Transportation Planning and Programming by and between the Lincoln Metropolitan Planning Organization and the Nebraska Department of Transportation (NDOT) was approved by the MPO and the State on April 10, 2013. The MOA was updated May 16, 2017 to a three party agreement to include the Lincoln MPO, StarTran and NDOT. The MOA states that it is the intent of the Lincoln MPO, StarTran and NDOT to cooperatively fulfill the federal requirements.

Planning activities in this work program respond to a variety of regulatory requirements. The *Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users* (SAFETEA-LU) of 2005 defines the structure of the metropolitan planning process. On February 14, 2007, the FHWA and FTA issued final regulations regarding metropolitan planning in response to SAFETEA-LU. The *Moving Ahead for Progress in the 21st Century* (MAP-21) Act, which became law on July 6, 2012, made important modifications to the metropolitan planning process, primarily requiring MPOs to establish a performance-based approach to transportation decision making and development of transportation plans.

The *Bipartisan Infrastructure Law* became law on November 15, 2021, and continues the Metropolitan Planning program. This Program continues the requirement for a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas and has joint oversight by the FHWA and FTA. The *Bipartisan Infrastructure Law* continues the FAST Act and MAP 21 approach to formula program funding, authorizing a lump sum total instead of individual authorizations for each program. Once each State's combined total apportionment is calculated, funding is set aside for the State's Metropolitan Planning program. This work program has been developed to comply with the federal regulatory requirements regarding metropolitan planning.

The MPO provides a forum for cooperative decision-making among responsible state and local officials, public and private transit operators, and the general public. The MPO coordinates the planning activities of all transportation-related agencies and adopts long range plans to guide transportation investment decisions. On December 15, 2021 the Lincoln MPO approved the Financially Constrained *2050 Long Range Transportation Plan* (LRTP) for the Lincoln Metropolitan Planning Area. The MPO is also responsible for capital programming through an annually-updated multi-year *Transportation Improvement Program* (TIP), which contains all federal and state funding for surface transportation projects and programs. Plans and programs are to consider all transportation modes and support community development and social goals.

Each year, the Lincoln MPO prepares a *Unified Planning Work Program* (UPWP), in cooperation with other transportation agencies, to describe all metropolitan transportation and transportation-related planning activities anticipated within the area during the year. It is an integrated document that includes the work of participating transportation-related agencies, consultants and work done directly by the MPO Staff. Since the UPWP essentially serves as the master regional transportation planning funding application, it emphasizes documentation of planning activities to be performed with federal funds provided to the MPO for transportation related and transit planning activities and requires approval by both the FHWA and FTA.

Certification Action

The federal Quadrennial Certification Review of the Lincoln MPO was conducted by the FHWA and FTA in May of 2021. The Certification Review concluded there were no corrective actions. The review team noted several recommendations and commendations for the Lincoln MPO. The recommendations will continue to be addressed through planning work outlined in the UPWP. In accordance with 23 CFR 450.334, the FHWA and FTA review team found that transportation planning activities in the Lincoln metropolitan area are being carried out in accordance with governing Federal regulations, policies, and procedures and jointly certified the transportation planning process in the Lincoln metropolitan area through September 30, 2025.

MPO Study Area

The Lincoln MPO Metropolitan Planning Area includes the Lincoln urbanized area and all of Lancaster County. Lancaster County contains approximately 839 square miles of land, and according to Census 2020 had a population of 322,608. The City of Lincoln is located at the geographical center of the county and currently covers approximately 100.9 square miles of land with a 2020 population of 291,082. The population of the City of Lincoln makes up approximately 90 percent of the population of Lancaster County. There are twelve other incorporated communities containing approximately 3.2 percent of the population and three second-class cities, Waverly, Hickman, and Bennet in Lancaster County. The other villages and cities ranged in population between 135 and 4,208 and there are ten unincorporated communities in the county.

Metropolitan Planning Program

Metropolitan Planning Funds (PL 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. Each State develops an allocation formula for the combined apportionment to distribute PL Funds to MPOs representing urbanized areas within the State. The estimated distribution of new PL Funds for FY 2024 is ~~\$580,566.54~~**\$14,478.54** based upon the current State distribution formula based upon the Census 2010 Urban Area population (this number includes a de-obligation of ~~\$264,542.27~~~~30,630.27~~ and re-authorization of \$36,297.42 in PL Funds from the FY 2021 UPWP).

Transportation Planning Goals

In 2021, the Lincoln MPO adopted policy goals developed by the Transportation Planning Committees and general public to provide direction in the transportation planning and programming process.

1. **Maintenance** – A well-maintained transportation system.
2. **Mobility and System Reliability** – An efficient, reliable, and well-connected transportation system that leverages innovation and technology for moving people and freight.
3. **Livability and Travel Choice** – A multimodal system that provides travel options to support a more compact, livable urban environment.
4. **Safety and Security** – A safe and secure transportation system.
5. **Economic Vitality** – A transportation system that supports economic vitality for residents and businesses.
6. **Environmental Sustainability** – A transportation system that enhances the natural, cultural, and built environment.
7. **Funding and Cost Effectiveness** – Collaboration in funding transportation projects that maximizes user benefits.
8. **Transportation Equity** – Transportation investments developed through an inclusive process that promotes equitable outcomes.

These goals are broad in scope and also encompass a variety of strategies and objectives. Together, these goals along with the associated strategies and objectives in the LRTP provide a framework for setting out core principles for regional transportation planning. Federal regulatory requirements also require the planning process to consider projects and strategies that address ten (10) specific planning factors. These factors are expressed in one or more of the MPO policy goals, objectives, and strategies and are considered when developing the LRTP.

Federal Requirements

The Bipartisan Infrastructure Law continues support for transportation planning activities that maximize mobility and accessibility, and protect the human and natural environments. This is achieved through a continuing, cooperative, and comprehensive transportation planning process that results in a long range transportation plan that is implemented in a short range program of projects.

The five major components feed into the development of the long range plan and short range programs.

1. **Public Involvement** – Significant emphasis is placed on broadening participation in transportation planning to include key stakeholders who have not traditionally been involved, including the business community, members of the public, community groups, and other governmental agencies. Effective public involvement will result in opportunities for the public to participate in the planning process.

2. **Metropolitan Planning Factors** – The metropolitan planning process must explicitly consider and analyze, as appropriate, ten (10) planning factors defined in federal regulations that reflect sound planning principles.
- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;*
 - (2) Increase the safety of transportation system for motorized and nonmotorized users;*
 - (3) Increase the security of transportation system for motorized and nonmotorized 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 resiliency & reliability of the transportation system and reduce or mitigate storm water impacts; and*
 - (10) Enhance travel and tourism.*
3. **Congestion Management Process** – Federal regulations requires MPOs to establish and implement a process that provides for effective management and operation of the transportation system which addresses congestion within a metropolitan planning area serving a Transportation Management Area (TMA). The Congestion Management Process (CMP) is to be a systematic process that provides information on transportation system performance and is to serve as a practical tool for the transportation planning staff and decision-makers in identifying and implementing strategies that enhance the mobility of people and goods in the metropolitan area.
4. **Air Quality Conformity Process** – The linkage of transportation planning with the transportation conformity requirements of the Clean Air Act Amendments of 1990 (CAAA) remains a critical factor. The essence of transportation conformity is that, in areas failing to meet federal standards for air quality, transportation plans and programs are required to be in conformance with the transportation provisions of the state’s air quality plan (the State Implementation Plan or SIP), which demonstrates how the state will meet the standards.
5. **Financial Plan** – Current federal regulations (Bipartisan Infrastructure Bill) continue the requirement established in FAST Act, MAP-21, and SAFETEA-LU that financial planning needs to be fully integrated into the transportation plan and program development process. This requirement is to encourage good financial planning and to prevent transportation plans and programs from becoming “wish-lists” of projects with no realistic chance of implementation. Regulations continue to allow the inclusion of an “illustrative” listing in the long range plan for potential projects that could be implemented should additional funding become available.

Performance Management

The Bipartisan Infrastructure Bill continues overall performance management requirements for metropolitan planning organizations, public transportation providers and states **to establish and use a performance-based approach to transportation decision making to support the seven national goals for the federal-aid highway system**. The goal areas include: safety, infrastructure, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. The goal areas for public transportation address transit safety and transit asset management.

After the performance measure targets are set, the metropolitan transportation plan and the transportation improvement program (TIP) will use these in assessing the performance of the transportation system. The metropolitan transportation plan will include these as an in system performance reporting to evaluate the condition and performance of the transportation system with respect to the established targets. The TIP will use this system in program development process to evaluate the anticipated effect of projects toward achieving the performance targets set in the plan.

FHWA-FTA Planning Emphasis Areas

The FHWA and FTA jointly issued Planning Emphasis Areas (PEAs) in December 2021 that are planning areas the Metropolitan Planning Organizations (MPOs) and State Departments of Transportation are to use to identify and develop tasks as they develop their planning work programs. Listed here are the eight strategic objectives for surface transportation that highlight current transportation planning regulations.

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future – This objective encourages transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030 and net-zero emissions by 2050 and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change.

Equity and Justice⁴⁰ in Transportation Planning – This objective encourages providers of public transportation to advance racial equity and support for underserved and disadvantaged communities.

Complete Streets – This objective encourages providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users.

Public Involvement - This objective encourages providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.

Strategic Highway Network/U.S. Department of Defense (DOD) Coordination – This objective encourages MPOs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity.

Federal Land Management Agency (FLMA) Coordination – This objective encourages MPOs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal Lands.

Planning and Environmental Linkages (PEL) – This objective encourages MPOs to implement PEL as part of the transportation planning and environmental review processes.

Data in Transportation Planning – This objective encourages providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs.

MPO Planning Issues and Emphasis

In addition to the changing federal context, other factors that influence activities in this work plan are identified by the MPO as key planning issues to be addressed over the next fiscal year. Among the key issues being addressed during this planning period include the following:

- ✓ **Implementation of the Long Range Transportation Plan Update**
The Long Range Transportation Plan (LRTP) update planning process began in the spring of 2020 and continued throughout 2021. The Lincoln MPO Officials Committee adopted the 2050 LRTP on December 15, 2021. The update includes the development of existing and new data sources and updating/development of planning tools. The land use development process for the Lincoln and Lancaster County area identifies shifts in land use types, levels of development, and patterns of growth that are critical in preparing future transportation plans. This provides the foundation for projecting future directions and policies which become the basis for assessing future transportation needs, possible facility improvements, multi-modal strategies, and performance-based planning and programming. Implementation of the 2050 LRTP will be undertaken during this planning period.
- ✓ **Implementation of the 2022 Transit Development Plan**
The updated Transit Development Plan was approved in 2022 with anticipated implementation ongoing this fiscal year. The Transit Development Plan provides a framework for monitoring and modifying transit services in response to changes in development patterns and user needs and is based on adopted standards and policies.
- ✓ **Public Participation Plan Update**
The Lincoln MPO Public Participation Plan (PPP) is a proactive process which seeks to provide complete information, timely public notice, full public access to key decisions and the early and continuous involvement of the public in the development of transportation plans and programs. The PPP was last amended in 2014. A major update to the PPP will be undertaken during this fiscal year, to include soliciting input from stakeholders, a draft plan, public comment period, and public approval process.
- ✓ **Project Prioritization and Selection Process Update**
The Lincoln MPO Project Prioritization and Selection Process was adopted in 2013. It guides the MPO in coordinating priorities and programming transportation projects for the metropolitan area. This process brings the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) together to ensure community goals and needs are met. Initial work on a potential update is planned during this fiscal year to identify a schedule and process for the update and tentative revisions. The document would be updated to reflect the most current practices and processes for drafting the annual TIP.
- ✓ **Safe Streets Lincoln: A Vision Zero Action Plan**
Lincoln’s award of the SS4A grant will support the development of a vision zero action plan. Staff from the MPO and Planning Department will support the plan development through participation in a technical committee, workshops, open houses, and other advisory activities as appropriate. Initial work on the Vision Zero Action Plan began in spring 2023 and finalization of the plan is anticipated in Spring 2024.

- ✓ **Bicycle and Pedestrian Master Plan Update**
Work will begin on an update to the 2013 Bicycle and Pedestrian Master Plan, incorporating the 2018 Lincoln Bike Plan. Initial work will include possible development of an RFP for consultant services and a project scope. The bulk of work for update of the plan is anticipated to take place during FY 2025.

- ✓ **Bicycle and Pedestrian Counts Program**
A guiding document will be developed to expand the existing bicycle and pedestrian counts program to include other technology and methods to achieve a more complete picture of active transportation modes. This item was a recommendation by FHWA and FTA at the four-year certification review of the Lincoln MPO in 2021. Technical assistance has been requested from FHWA. Implementation of expanding the counts program according to the guiding document is anticipated to take place during FY 2025.

- ✓ **Performance-Based Planning and Management**
MPO is to coordinate with State and public transit provider planning activities in updating or developing performance data and measures that will support a performance-based planning approach for states and MPOs in support of national goals and to develop plans and projects that will help achieve the stated targets.

- ✓ **Comprehensive Review of Key MPO Documents and Policies**
Continue a comprehensive review of the key Lincoln MPO Planning Documents and Policies in carrying out the federally-mandated transportation planning process in the Lincoln Planning Area.

- ✓ **Update Data and Develop New Data Sources**
Update existing transportation system data and develop new data sources as needed for monitoring, maintaining, and enhancing the performance of public roadways. Fresh data is an important component of several planning tasks, such as regular updates to the Transportation Plan, the annual update of the transportation improvement program for prioritizing and programming transportation projects, for engineering and safety projects and other planning studies. The availability of complete and accurate data is required for monitoring the physical state of transportation infrastructure, system congestion, maintaining aspects of roadway condition and performance.

CONTINUING TRANSPORTATION PLANNING PROCESS

TRANSPORTATION PLANNING WORK PROGRAM

OBJECTIVE

The purpose of the Unified Planning Work Program (UPWP) for the Lincoln Metropolitan Planning Organization (MPO) is to carry out the transportation planning process for the Lincoln Metropolitan Planning Area that will encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within the planning area. The multi-modal transportation planning responsibilities include guiding decisions that will support the goals and objectives of the *2050 Lincoln MPO Long Range Transportation Plan* resulting in the development of a Transportation Improvement Program (TIP) and coordination and implementation of transit services.

The overall goals identified in the Long Range Transportation Plan include:

1. ***Maintenance*** – A well-maintained transportation system.
2. ***Mobility and System Reliability*** – An efficient, reliable, and well-connected transportation system that leverages innovation and technology for moving people and freight.
3. ***Livability and Travel Choice*** – A multimodal system that provides travel options to support a more compact, livable urban environment.
4. ***Safety and Security*** – A safe and secure transportation system.
5. ***Economic Vitality*** – A transportation system that supports economic vitality for residents and businesses.
6. ***Environmental Sustainability*** – A transportation system that enhances the natural, cultural, and built environment.
7. ***Funding and Cost Effectiveness*** – Collaboration in funding transportation projects that maximizes user benefits.
8. ***Transportation Equity*** – Transportation investments developed through an inclusive process that promotes equitable outcomes.

PREVIOUS WORK AND CONTINUING WORK METHODOLOGY

This section describes transportation planning activities expected to be completed prior to July 1, 2023 and activities that are expected to be conducted during FY 2024. The general guidelines for these activities are included in the *MPO Management Plan for Continuing Transportation Planning in the Lincoln Metropolitan Area* and the *Memorandum of Agreement for Transportation Planning and Programming Between the Lincoln Metropolitan Planning Organization, City of Lincoln StarTran Bus Service, and the Nebraska Department of Transportation*. Following the text in this section is a table that shows the agency or agencies responsible for each activity and the estimated planning costs.

I. ADMINISTRATION AND MANAGEMENT ACTIVITIES – 6100

A. General Program Administration and Coordination (6110)

Objective:

Administration and management of the transportation planning, programming, and implementation tasks to ensure the compliance with administrative, financial, and legal requirements for maintaining the comprehensive, coordinated, and continuing (3-C) transportation planning process for the Lincoln Metropolitan Planning Organization (MPO). This includes coordination of MPO transportation planning activities with the Nebraska Department of Transportation (NDOT), Federal Highway Administration, Federal Transit Administration, and participating agencies in the metropolitan transportation planning process. This includes taking actions to enhance the technical capacity of the planning process and to insure a proactive public involvement process that provides full public access to key decisions in developing both short and long range plans and programs.

Previous Work:

Program administration and management is a continuing work activity that includes the following key activities.

- Staff support to Lincoln MPO Officials Committee, Technical Committee, and other committees for planning activities, administration and public outreach which included developing notices, agendas, materials, and minutes as needed.
- Reviewed federal/state policies and guidance regarding metropolitan transportation planning and STIP scheduling and incorporated changes as necessary.
- Maintained records and provided reports to funding agencies on the status of transportation planning activities.
- Maintained maps of street and highway functional classification and urban area boundaries.
- Monitored federal/state transportation Local Public Agency (LPA) initiatives and guidelines.
- Maintained Responsible Charge (RC) annual training to meet LPA Guidelines.

Products:

The MPO will maintain a transportation planning program and perform administrative activities necessary to ensure compliance with administrative, financial, and legal requirements for maintaining the transportation planning process and retain eligibility for federal and state funding for transportation planning and projects in the Lincoln Metropolitan Area.

Areas of Emphasis for the MPO this fiscal year are to continue a comprehensive review of the key Lincoln MPO Planning Documents and Policies in carrying out the federally-mandated transportation planning process in the Lincoln Planning Area and begin digitizing MPO Committee records for future use in tracking MPO items in the Visual Vault system being developed for use by the City of Lincoln.

The Lincoln MPO staff will manage the implementation of tasks in this work program and administrative activities that will include:

- A. Preparation and review of transportation planning reports, contracts, quarterly progress reports and invoices for PL Funds, prepare meeting agendas, meeting materials and record meeting minutes.
- B. Provide staff support to Lincoln MPO Officials Committee, Technical Committee, and special committee meetings, transportation-related meetings or public outreach activities and develop notices, agendas, materials, and minutes as needed.
- C. Support operating expenses (meeting expenses, photocopying, office equipment and supplies, etc.) to conduct the administration and management of the metropolitan planning process.

- D. Comply with federal and state MPO certification requirements and review federal/state policies and guidance regarding metropolitan transportation planning and incorporate changes as necessary.
- E. Comply with federal/state transportation Local Public Agency (LPA) initiatives and guidelines
- F. Review and certify the transportation planning process.
- G. Update and maintain maps of street and highway functional classification within the urban area boundary and Metropolitan Planning Area (Lancaster County).
- H. Continue the evaluation on the effectiveness of the MPO’s outreach efforts.
- I. Evaluate, as needed, the effectiveness of the MPO’s Environmental Justice (EJ) efforts.
- J. Continue outreach to the freight community in the transportation planning process.
- K. Coordinate with NDOT on activities from the Statewide Planning and Research (SPR) program that may impact the Lincoln MPO.

Funding Summary: Combined PL Fund, FTA and Local Funding

Functional Agency Responsibility: Local, 100%

Schedule of Products	Completion Dates
A. Preparation of transportation planning reports	On-going activity
B. Provide staff support to Lincoln MPO Committees	On-going activity
C. Work with City of Lincoln, Lancaster County and State of Nebraska	On-going activity
D. Support operating expenses to conduct general administration	On-going activity
E. Comply with federal regulations and state LPA Guidelines	On-going activity
F. Review and certify the transportation planning process	On-going activity
G. Maintain National Functional Classification and Urban Area Maps	On-going activity
H. Continue the evaluation and enhancement of outreach efforts	On-going activity
I. Evaluate and enhance the MPO’s E.J. efforts	On-going activity
J. Continue coordination efforts with the freight community	On-going activity
K. Coordinate with NDOT on SPR activities within the Lincoln MPO	On-going activity
L. Digitize MPO Committee records for use in Visual Vault	On-going activity

C. Unified Planning Work Program (6130)

Objective:

The Unified Planning Work Program (UPWP) identifies work activities and budgets for both the urban transportation planning program (FHWA/State PL funds) and the transit planning program (FTA Section 5303 and 5307 funds). This describes transportation planning activities to be carried out by the MPO, member agencies, or consultants and alerts organizations of planning activities.

Previous Work:

- Completed the FY 2024 UPWP which is expected to be acted upon in June.
- Ongoing work includes completing Quarterly Reports.
- MPO Management Plan has been updated and will be used to review the MPO organization and functional responsibilities of planning activities.

Methodology:

- Identify transportation planning priorities and address federal and state planning emphasis areas.
- Coordinate with other transportation planning agencies in the metropolitan area and provide opportunities for input in the development of the UPWP.
- Develop draft and final versions of the UPWP for State and Federal review.
- Certify compliance with state and federal regulations regarding expenditure of federal funds.
- Prepare reports and amendments as necessary.

Products:

- A. Maintain the FY 2024 UPWP with amendments made as necessary to maintain an effective work program and budget for the Lincoln MPO transportation planning program.
- B. A UPWP will be developed for FY 2025 to identify the primary work programs and budgets for the Lincoln MPO urban transportation planning program (FHWA/State PL funds) and the transit planning program (FTA Section 5303 and 5307 funds).
- C. MPO Management Plan will be used to review the MPO organization and functional responsibilities of planning activities. Products may include development of documents, reports, legal review of agreements and actions by MPO Committees.
- D. Update the *Memorandum of Agreement for Transportation Planning and Programming Between the Lincoln Metropolitan Planning Organization, City of Lincoln StarTran Bus Service, and the Nebraska Department of Transportation.*

Funding Summary:

Combination of Local and Federal PL Funds

Functional Agency Responsibility:

Local, 100%

Schedule of Products	Completion Dates
A. Maintain and update the FY 2024 UPWP	On-going activity
B. Develop the UPWP for FY 2025	June 2024
C. Develop documents, reports, and legal review of agreements & actions	On-going activity

E. Professional Development, Education and Training (6150)

Objective:

This activity is intended to keep the staff knowledgeable about federal and state regulations, the latest transportation planning technologies, and the best practices and activities of other MPO’s. Staff capabilities will be enhanced by attending selected conferences, seminars, training workshops and courses in local universities, including continuing education in RC training.

Methodology:

- Participate in conferences, seminars, training workshops, and meetings to keep acquainted with the latest regulations and techniques in the transportation planning field.
- Develop training activities such as supporting training workshops and educational activities for planning and engineering staff and Planning Commission members or Committee members.
- Bring in speakers/educators to hold workshops with staff, Citizen Committees and the general public to better inform and build the knowledge base on key issues.

Products:

The Lincoln MPO staff will participate in conferences, seminars, training workshops, and meetings to keep acquainted with the latest regulations and techniques in the transportation planning field or to develop general capabilities. Professional development activities may include the following:

- A. Continued internal training in the program development and in the application of TransCAD transportation modeling software.
- B. Other professional development possibilities include attending workshops and conferences sponsored by NDOT, FHWA, FTA, APA, ITE, TRB, AMPO, ITS, and other organizations.
- C. Provide educational outreach on transportation planning and the MPO to groups such as the University of Nebraska-Lincoln Community and Regional Planning Program.
- D. With the approval of the Bipartisan Infrastructure Law, changes to planning emphasis areas and regulations are expected to result which will require staff to be informed and educated in order to maintain a responsive transportation planning program.

Funding Summary:

- Direct charges include registration fees, travel, lodging and related expenses to attend or host conferences, seminars, workshops, and meetings that are for professional planning activities.
- Costs are to be reimbursed with a combination of Federal PL Funds (80%) and Local (20%).

Functional Agency Responsibility: Local, 100%

Schedule of Products	Completion Dates
A. Continuing LPA education and RC training	On-going activity
B. Professional Transportation Planning training	As available
C. Educational outreach	As available
D. Workshops & training for the new Surface Transportation Act	As available

II. INTERAGENCY AND PUBLIC OUTREACH ACTIVITIES – 6200

A. Transportation Planning-Related Committees (6210)

Objective:

To facilitate the decision-making process for transportation planning with key policy-making bodies that are comprised of representatives from local government and transportation authorities. These bodies consider transportation issues and develop plans and programs for the metropolitan area.

Officials Committee

The Lincoln MPO Officials Committee membership consists of elected officials representing the City of Lincoln, Lancaster County and the State of Nebraska. The Officials Committee acts upon transportation programs and studies and reviews the MPO Technical Committee’s actions.

Technical Committee and Technical Committee Subcommittees

The Technical Advisory Committee serves to review the effects of transportation plans and programs in conformance to appropriate federal regulations. This committee serves as the administrative and technical staff to implement the transportation plan and makes recommendations to the Officials Committee on proposed programs, studies and plans.

Lincoln-Lancaster Planning Commission

The Lincoln-Lancaster Planning Commission holds public reviews and considers proposed land use and transportation plans and related programs in relation to community goals and forwards recommendations to the MPO Officials Committee.

Citizen Task Forces and Advisory Committees

Key citizen advisory committees include the Pedestrian and Bicycle Advisory Committee, Neighborhood Round Table, Community Services Initiatives, as well as other project specific advisory committees and task forces.

Methodology:

- Staffing Committee and Task Force meetings.
- Develop and produce agendas, planning documents, and reports for Committee review.
- Production and mailing of materials and meeting minutes

Products:

- A. Staffing of committees, citizen task forces and citizen advisory committees or groups used in the MPO planning and decision-making process.
- B. Work products include the production and mailing of materials to committees, development of planning documents, reports, and meeting minutes.
- C. Maintain and add to the general list of persons interested in the planning process.

Funding Summary:

Combination of Local and Federal PL Funds.

Functional Agency Responsibility:

Local, 100%

Schedule of Products	Completion Dates
A. Committee Staffing and Support	On-going activity
B. Development of planning documents and reports	On-going activity
C. Maintain & Update List of Persons Involved in MPO Activities	On-going activity

B. Public Participation Program (6220)

Objective:

Provide a public participation process and plan in order to secure public input for the metropolitan transportation planning process that will encourage early and continuing public involvement in the development of plans and programs. This process involves evaluating and updating the MPO's Public Participation Plan to meet federal regulations and allow interested parties to comment on transportation plans, programs, and other planning documents. A review and update of the Public Participation Plan will focus on the use of Virtual Public Involvement tools and an evaluation of such efforts after they are conducted.

Update Public Participation Program: The Public Participation Program is a proactive process which seeks to provide complete information, timely public notice, full public access to key decisions and the early and continuous involvement of the public in the development of transportation plans and programs. Updating the Public Participation Program will be divided into four major work areas: 1) initial staff review and identification of potential strategies and monitoring techniques; 2) solicitation of input; 3) draft proposal and public comment period; and 4) incorporation of comments, final draft, and public adoption.

Professional Services for Public Participation Plan:

The MPO is considering contracting for on-call professional services in the area of identifying potential new public involvement tools, strategies and monitoring including virtual public involvement and visualization techniques. Professional services from a Transportation Consulting firm may be sought to assist in this work related to creation of the draft updated Public Participation Plan.

Funding: Consulting Fees for Assistance: Up to \$75,000 per consultant

Previous Work:

- The *Public Participation Plan* was updated with Lincoln MPO adoption November 2010.
- Consult with local and regional officials on developing transportation plans and programs.
- Public Notification list and web page posting maintained.
- Electronic Public Request Form developed and maintained.
- This Lincoln MPO *Public Participation Plan* was amended February of 2014 in accordance with federal regulations, to reflect the adopted *Limited English Proficiency (LEP) Program Plan* of the City of Lincoln and to clarify the MPO *Accommodations Policy* to comply with Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and the Americans with Disabilities Act of 1990.

Methodology:

- Organize meetings (i.e. reserve public meeting facility), prepare agenda materials, provide document translation/interpreter and complete information packets as needed.
- Provide public notice and public access to key decisions, place legal ads and required notice.
- Conduct public comment periods for MPO work products (i.e. UPWP, TIP).
- Attend public information meetings for transportation improvement projects and/or studies (as needed).
- Update mailing lists and post meeting agenda and materials on the MPO's website.

Products:

- A. Update the current *Public Participation Plan* as necessary. This may involve analysis of the strategies and tools and the inclusion of specific monitoring techniques.
- B. Update and maintain mailing lists, web page and communication tools as needed.

- C. Support operating expenses (meeting expenses, advertisement, document translation, interpreter, etc.) to conduct the public participation of the metropolitan planning process.
- D. Electronic Public Request and Notification Forms maintained.
- E. Preparation of activity newsletters and reports.

Funding Source: Combined Local and PL Funding.

Functional Agency Responsibility: Local, 100%

Schedule of Products	Completion Dates
A. Adopt updated Public Participation Plan	June 2024
B. Update and maintain mailing lists, web page and communication tools	On-going activity
C. Support operating expenses to conduct public participation	On-going activity
D. Electronic Public Request & Notification Forms maintained	On-going activity
E. Preparation of activity Newsletters and reports	On-going activity

D. Transportation Reports and Newsletters (6240)

Objective:

To provide the decision makers and the general public with graphic and written information analyzing the performance of the transportation system, and to provide status reports on transportation planning studies and engineering projects, to describe transportation issues the community is facing, and to identify priorities for future studies and projects.

Previous Work:

- Reports and Newsletters used on a project by project basis to provide status reports on transportation planning studies and engineering projects, and to describe and frame transportation issues the community is facing within the transportation planning process.

Methodology:

- Transportation Newsletters are used for transportation-related planning proposals and activities to aid decision makers and the general public in surveillance and review of information.
- The technical elements of reports presents available monitoring data which are compared with forecasts, describes the status of activities relating to implementation of the transportation plan, and describes ongoing transportation planning activities.

Products:

- A. Reports and periodic Newsletters analyzing the performance of the transportation system and discussing on the transportation issues the community is facing. This includes the Transportation Systems Management Performance Report, which is an annual report to monitor and evaluate the transportation system and assess whether the LRTP goals are being achieved. This report can be shared across multiple platforms and may be reviewed to inform and address a variety of transportation issues.
- B. Status reports on transportation planning studies and engineering projects.
- C. Any revisions to the Long Range Transportation Plan will require additional community outreach and reports.

Funding Summary:

Combination of Local and Federal PL Funds

Functional Agency Responsibility:

Local, 100%

Schedule of Products	Completion Dates
A. Reports and periodic Newsletters (i.e. Transportation Systems Management Performance Report)	On-going activity
B. Status Reports	As needed
C. Community Outreach on revisions to the LRTP	As needed

E. Website Management and Enhancement (6250)

Objective

To continue the development of an effective and efficient website that allows public access to transportation planning information, MPO documents and reports, and to provide a vehicle for obtaining public comment on the transportation planning process.

Previous Work

- New technologies are being used in visual imagery to display the *2050 Long Range Transportation Plan*, TIP, Public Involvement Program and other specific projects.
- Committee meeting notices, agendas and minutes are available on the website.
- The website format has been updated to improve easy accessibility for MPO documents as part of our public outreach efforts.
- Visual techniques are used to communicate a variety of levels of information including public policy issues, planning activity, engineering projects, studies and construction projects.
- The MPO website also includes email functionality allowing citizens to electronically submit comments and questions to staff regarding transportation issues.
- Expanded the MPO website use as a mechanism for public input through on-line interactive surveys to support the planning process.
- Added a multilingual tool to the City’s web page for the *Limited English Proficiency (LEP)* community.

Methodology:

MPO staff will continue to work with City and County departments to improve the use of visual techniques and continue to enhance its abilities as new technologies become available. The visualization techniques under consideration range from simple illustrations and charts to sophisticated simulation tools.

Products

- A. Staff will continue to post all documents and reports on the MPO website in a timely manner.
- B. Continued evaluation of the InterLinc web page to better address the needs identified in the Americans with Disabilities Act.
- C. Continue looking into techniques that will further develop the “Visualization Toolbox” to provide the most effective techniques in helping people understand events within the transportation planning process.

Funding Summary:

Combination of Local and Federal PL Funds

Functional Agency Responsibility:

Local, 100%

Schedule of Products	Completion Dates
A. Post documents and reports on the MPO website	On-going activity
B. Evaluation of the web page	On-going activity
C. Continue developing the “Visualization Toolbox”	On-going activity

B. Demographic Database Update (6320)

Objective:

The 3-C Transportation Planning Process requires current and credible population, income, household, and economic data to monitor and project travel behavior. This involves gathering and organizing demographic data for use in travel model calibration and forecasting. A variety of demographic data is also produced for base year conditions, for tracking demographic change, and for projecting future travel demand.

Previous Work:

- The MPO has crafted GIS data sets based on U.S. Bureau of the Census information, as well as from other population, household, income, and economic data sources.
- Charts and tables included in the Lincoln-Lancaster annual report on Community Indicators and the Annual Transportation Systems Management Performance Report analysis summarize much of the collected data.
- Data is also used for periodic planning studies which detail the policies and programs of the Long Range Transportation Plan.
- Population and school enrollment are collected annually by the Planning Department. Census Bureau population estimates are used to track population growth for the City and County.
- Economic and Employment figures are compiled as necessary and worker data by industry and location are monitored which include compilation of data by industrial sector.
- Significant changes in these data variables are evaluated in comparison to the forecasts.

Products:

- A. Population Factors: Track U.S. Census Bureau population figures from the ACS and other periodic reports and summarize demographic figures for posting on MPO website.
- B. Student Enrollment Figures: Work with educational institutions within the Lincoln area to obtain data on student enrollment by school and on location of students by place of residence.
- C. Community Indicators Report: Prepare summary report to present key indicators of area growth, transportation system usage, environmental factors, and other pertinent planning elements.

Funding Summary:

Combination of Local and Federal PL Funds

Functional Agency Responsibility:

Local, 100%

Schedule of Products	Completion Dates
A. Population Factors	On-going & Annual
B. Student Enrollment Figures	Fall of Each Year
C. Community Indicators Report	April 2024

Paul Barnes and Andrew Thierolf (2023)

C. Land Use Database Update and Maintenance (6330)

Objective:

Transportation facility improvements in the Long Range Transportation Plan (LRTP) are derived in part from projected future development and land uses. The land use planning process for Lincoln and Lancaster County provides the foundation for projecting future dwelling units, commercial, institutional, and industrial centers which provide a basis for assessing future transportation demand.

Previous Work:

The critical link between transportation and land use activities is the focus of on-going planning and management for both systems. This task involves gathering data and monitoring the land uses with the Development Approval Tracking System (DATS) which provides the foundation for the ongoing collection and evaluation of land use-related data bases.

Development Approval Tracking System (DATS) is a GIS application that tracks approved commercial floor area and residential dwelling unit applications. Developments are defined in the existing GIS land use layers which are nested within the defined Traffic Analysis Zones. This allows data to be easily aggregated for traffic modeling and reporting purposes etc. The Assessor will visit a commercial parcel at least once every six years, but they will also visit parcels that have permits issued or recent sales on an ongoing basis. For residential, the existing GIS land use layer is used to determine how many residential dwelling units exist (and by type of unit) or how many units still have been approved but not built. Building permit data are used to populate the existing land use layer with both existing number of units and type of units. The existing land use is updated on a monthly basis based on approved building permits generated by the Building and Safety Department.

Products:

- A. Residential Land Inventory: Residential development is one of the key factors in projecting future travel demand by traffic analysis zone. The Residential Land Inventory is a digital GIS database which uses administrative records to monitor the platting of land and the construction of dwelling units.
- B. Area-Wide Land Use Database: Data on all land uses within the MPO planning area is maintained on a regular basis using field surveys and administrative records. Data aids in determining shifts in land use types, levels of development, and direction of growth which are factors in preparing future transportation plans and serves as a key traffic model input.
- C. GIS Based Land Use Tracking System: Tracking of all land uses and development within the MPO planning area is being maintained within the GIS environment. This data and visual capabilities provide tools and data for ongoing transportation planning.

Funding Summary: Combination of Local and Federal PL Funds

Functional Agency Responsibility: Local, 100%

Schedule of Products	Completion Dates
A. Residential Land Inventory, Monthly Postings & Annual Summary Report	On-going / Annually
B. Area-Wide Land Use Database	On-going
C. Update Land Use projections for the transportation planning	On-going

Paul Barnes, Andrew Thierolf and Scott Richert (2023)

D. Community Involvement (6340)

Objective:

The objective of this task is to ensure the opportunity for meaningful involvement of all members of the public throughout the entire MPO transportation planning process. This task involves a host of outreach efforts in soliciting, documenting, understanding, and discerning community values as they relate to the transportation system and is vital to the success of the planning process.

Previous Work:

- Public Opinion Surveys of Transportation and Mobility Issues was conducted to obtain maximum input from the community.
- The Lincoln-Lancaster Planning Department conducted a “Planning and Development Survey” of residents in Lincoln and Lancaster County by telephone seeking community input.
- The Transportation Planning Update process in FY 2021 included a series of virtual public open houses held throughout the Planning Area with extra efforts made to reach minority and special needs communities.
- The Planning website included two on-line survey allowing the public to submit and post their comments for full review by the community, appointed officials, and elected officials.
- Language services for non-English speaking and hearing impaired will be used as needed with “Google Translate” on the MPO website.

Methodology:

To ensure the opportunity for meaningful involvement within the transportation planning process from all members of the public within the planning area, work will continue to encompass a host of outreach efforts in soliciting, documenting, understanding, and discerning community values as they relate to the transportation system is vital to the planning process.

Products:

- A.** Continued use of public open houses to solicit input from the general public with additional efforts made to reach minority and special needs communities.
- B.** Language services for non-English speaking and hearing impaired will be used as needed for PDF documents on the MPO website.
- C.** MPO and Planning website will use on-line survey methodologies to gain input from the public.
- D.** The website will provide updated information related to meetings and planning materials.

Funding Summary:

Combination of Local and Federal PL Funds

Functional Agency Responsibility:

Local, 100%

Schedule of Products	Completion Dates
A. Continued use of public open houses	Done as needed
B. Language services for non-English speaking & hearing impaired	Done as needed
C. MPO & Planning website will use on-line survey methodologies	On-going
D. MPO & Planning website will be maintained and updated	On-going

Paul Barnes (2023)

E. Census Planning Activities (CTPP) (6350)

Objective:

Provide timely and meaningful local support to the United States Bureau of the Census in gathering and geo-coding of Census information, and integrate Census data into the transportation planning process in a purposeful and supportive fashion.

Previous Work:

- The City of Lincoln and Lancaster County have a long standing partnership with the Bureau of the Census. During the Decennial Censuses, staff from Lincoln and Lancaster County were instrumental in supporting the Bureau’s work by providing labor and geographic information.
- For the Decennial Census efforts, efforts were made by local staff to promote community participation in the Census, especially among traditional undercounted demographic segments.
- Work effort involves the Census Transportation Planning Package (CTPP) Program which includes vital transportation-related data, commuting information for urban planning purposes and demographic information about workers’ place of residence and place of work.
- The MPO staff works to assist in preparing maps, coding data by geographic subareas, performing statistical analysis, developing informational reports, and document this information.

Methodology:

This task is two-fold: 1) to provide timely and meaningful local support to the United States Bureau of the Census in gathering and geo-coding of Census information; and 2) to integrate Census data into the transportation planning process. This involves gathering and geo-coding work by local agencies prior to, during, and after the actual conduct of data collection by the Bureau of the Census.

Products:

- A. Local staff will continue to work with the U.S. Bureau of the Census and other Federal agencies in collecting, tabulating, and distributing Census data.
- B. Staff is currently providing support in setting up the managerial infrastructure for the U.S. Bureau of the Census and for the LUCA, PSAP, VTDP, CTPP, CBAS and new construction programs.
- C. Local staff will also track American Communities Survey (ACS) data related to the Lincoln MPO and overall transportation planning process.

Funding Summary:

Combination of Local and Federal PL Funds

Functional Agency Responsibility:

Local, 100%

Schedule of Products	Completion Dates
A. Work with the U.S. Bureau of the Census and other Federal agencies	Done as needed
B. Manage Programs for the Bureau, LUCA, CTPP, and CBAS	Done as needed
C. Track American Communities Survey Data	On-going

Paul Barnes (2023)

F. Transportation System Data Monitoring and Collecting (6360)

Objective:

The objective of this task is to collect, maintain, and monitor data on the transportation system to support on-going planning needs. This includes data regarding system performance, inventories of facilities and services, and user behavior.

Previous Work:

Data is routinely gathered to provide information on the operation of the street network, to evaluate and manage the street and road system, and to support transportation planning programs. Information is compiled on a continuing system-wide basis and includes the following:

Safety Data on Crash Locations and Frequencies: Data are collected continuously to monitor crash activity by location and frequency, along with short-range planning activities to identify system improvements. Crash statistics on pedestrians, bicycles, and vehicles are compiled and summarized annually. A biennial *Citywide Crash Report* is developed based upon a rolling five year crash data input cycle to evaluate safety improvement opportunities. A new Crash Application tool has been developed that will allow more robust annual evaluations.

Downtown Parking Management and Planning Studies: A Comprehensive Supply and Demand Parking Study was completed on parking facilities in the Downtown area, Haymarket shared parking activity, including metered parking and time limit restriction analysis.

Traffic Counting Program: A traffic count program is maintained to provide base data for travel assessment and level of service analysis, traffic signal timing optimization and transportation-related systems planning tasks. Traffic count data includes 24-hour traffic counts and turning movements for signalized intersections and roadway segment locations. Data and maps are prepared and posted on the internet to provide public information on traffic volumes on major roadways.

Traffic Optimization Program: Traffic Engineering collects and evaluates system data on traffic control features including pavement marking, traffic signals, traffic signs, intersection channelization, and parking regulations. Data inventories are updated, expanded and evaluated as an ongoing *Traffic Optimization Program*. Traffic flow analysis is conducted as part of the Green Light Lincoln (GL2) program to evaluate major corridors and intersections with regard to travel time and other system performance measures. Phase 4 of GL2 was completed in 2020, and Phase 5 was due to start in March of 2022.

Performance-Based Planning and Management: MPO coordinates with State and public transit provider planning activities in developing performance data and measures that support the performance based planning in meeting national goals. Planning efforts in the development of performance measures supporting NDOT and LTU-StarTran targets include the following:

- Safety performance measures to support the Highway Safety Improvement Program (HSIP)
- National Highway System (NHS) pavement and bridge condition performance measures
- Performance of NHS, freight, and Congestion Management and Air Quality Improvement Program (CMAQ) performance measures
- Transit Asset Management (TAM) performance measures
- FTA safety performance measures

Products:

System data is collected, organized, and maintained. Activities that will continue in FY 2024 include:

- A. Collect safety data to monitor crash activity by type, location and frequency.
- B. Compile an annual update of City vehicular, pedestrian and bicycle crash statistics.
- C. Prioritize, evaluate and select projects based upon safety effectiveness.

- D. Establish and coordinate safety performance measures with NDOT to support national performance goals.
- E. Implement Downtown Supply and Demand Parking Study.
- F. Continue the comprehensive, on-going Traffic Counting Program.
- G. Update traffic count reports and maps with the most current traffic volumes.
- H. Evaluate system data through the *Traffic Optimization Program* focusing on traffic control features, pavement marking, traffic signals, traffic signs, intersection channelization, and parking regulations.
- I. Update and evaluate the *Traffic Optimization Program* as part of an ongoing program.
- J. Conduct and implement traffic signal optimization.
- K. Continue to integrate some of the transportation system data into the Congestion Management Process
- L. Continue to coordinate with State and public transit provider planning activities in developing performance data and measures that support the performance based planning in meeting national goals.

Funding Summary: Combination of Local and Federal PL Funds

Functional Agency Responsibility: Local, 100%

Schedule of Products	Completion Dates
Safety Data on Crash Locations and Frequencies	
A. Crash data is collected and summarized	On-going activity
B. <i>Annual City crash statistics</i>	Annually
C. Projects selected, prioritized, implemented and evaluated	On-going activity
D. Coordinate safety performance measures with NDOT	On-going activity
Downtown Parking Management and Planning Studies	
E. Implement the Comprehensive Parking Study	On-going activity
Traffic Counting Program	
F. Comprehensive urban traffic count program	On-going activity
G. Update traffic count data report and map	On-going activity
Traffic Optimization Program	
H. Collect and evaluate traffic control system data	On-going activity
I. Update <i>Traffic Optimization Program</i>	On-going activity
J. <i>Traffic Signal Optimization along corridors</i>	On-going activity
Congestion Management Process	
K. Continue to integrate some of the transportation system data into the Congestion Management Process	On-going activity
Performance-Based Planning and Management	
L. Continue to coordinate with the State and public transit provider on Performance Measures	On-going activity

IV. SHORT RANGE PLANNING AND PROGRAMMING ACTIVITIES – 6400

A. Transportation Improvement Program (TIP) (6410)

Objective:

Draw on priorities identified in the *2050 Long Range Transportation Plan* to program projects for the next four fiscal years. Develop, maintain and update the scheduling of improvements and ensure consistency between the MPO’s Transportation Improvement Program (TIP), local Capital Improvement Programs, and coordinate with the State Transportation Improvement Program (STIP).

Previous Work:

- Developed and maintained the FY 2023-2026 TIP by including amendments and administrative modifications.
- Worked to improve the programming process to directly reflect the LRTP.
- Coordinated the development of the FY 2024-2027 TIP based upon the project prioritization. Process to ensure projects are coordinated and evaluated with the MPO Transportation Plan.
- The Transportation Alternative Program (TAP) and project selection process was developed.

Methodology:

- Draw on priorities in the *2050 Long Range Transportation Plan* to select projects for funding.
- Coordinate capital improvements to ensure consistency between the MPO’s TIP and the City of Lincoln, Lancaster County and State Transportation Improvement Programs.
- Coordinate the TIP with the State Transportation Improvement Program.
- Review annual TIP for consistency and coordination with the MPO Transportation Plan.
- Develop an annual listing of obligated projects for which federal funds have been programmed.
- Review and selection of the TAP projects to be programed as funds become available.
- Annual review and processing of the Lancaster County One and Six-Year Road and Bridge Construction Program.

Products:

- A. Coordinate the development of the FY 2024-2027 TIP.
- B. The TIP will be maintained with amendments and administrative modifications as needed.
- C. The draft FY 2025-2028 TIP will be coordinated with the 2024 self-certification as required.
- D. Listing of projects obligated with federal funds.
- E. Continue developing and documenting the prioritization and programming of transportation projects.
- F. Staff reports for Planning Commission and County Board meetings on the Lancaster County One and Six-Year Road and Bridge Construction Program.

Funding Source: Combined Local and PL Funding

Functional Agency Responsibility: Local, 100%

Schedule of Products	Completion Dates
A. Coordinate development of the FY 2024-2027 TIP	October 2023
B. Maintain the current TIP through revisions as necessary	On-going activity
C. Coordinate the development of the FY 2025-2028 TIP	February – October 2024
D. Annual listing of federally obligated projects	January 2024
E. Coordinate the public process and prepare staff reports for the County One and Six-Year Program	July – September 2023

B. Financial Resources Development and Program Phasing (6420)

Objective:

As part of the annual budget and financial planning activities, staff develops budget programs for transportation planning activities, engineering projects and construction projects to be conducted within the MPO Metropolitan Planning Area (MPA) of Lancaster County.

Previous Work:

The Lincoln MPO *Project Prioritization and Selection Process* was developed and adopted which describes the local transportation planning process for selecting and programming projects in the annual TIP that are proposed to be funded with federal dollars. Financial programming for the planning period included 1) developing financial projections for the TIP, 2) prioritizing projects and strategies for programming in the financially constrained TIP.

The Lincoln MPO developed a *Transportation Alternatives Program (TAP)* competitive project selection process for the purpose of selecting and programming projects in the TIP using Federal Fiscal Years 2022-2026 funds. The MPO issued a Call for Applications and worked with the TAP Programming and Funding Committee to develop a fiscally constrained schedule of TA projects that are included in the FY 2023-2026 program of projects.

Methodology:

Project and financial programming activity lists all planning activities and construction work to be pursued over the planning and programming period.

- MPO staff budgets the amount of funds needed for administration, planning activities, and transportation studies to be conducted in the planning year.
- MPO staff, along with the City of Lincoln, Lancaster County, NDOT and coordinating agencies, selects and programs transportation facility improvements based upon available funding and the MPO *Project Prioritization and Selection Process*.
- Assist the City in implementing a **Transportation Plan Implementation Strategy** for the Transportation Plan.

Products:

- A. Provide technical assistance and determine financial resources for transportation planning issues with the City of Lincoln, Lancaster County, NDOT and stakeholders.
- B. Analyze funding resources and pursue revenue development.
- C. Review and program transportation facility improvements based upon available funding and the MPO *Project Prioritization and Selection Process* for updating the program of TA projects.
- D. Update the MPO *Project Prioritization and Selection Process*.

Funding Summary:

Combination of Local and Federal PL Funds

Functional Agency Responsibility:

Local, 100%

Schedule of Products	Completion Dates
A. Technical assistance on financial resources for stakeholders	On-going activity
B. Analyze funding resources and pursue revenue development	On-going activity
C. Review and program transportation facility improvements based upon MPO <i>Project Prioritization and Selection Process</i>	March – May 2024
D. Update the MPO <i>Project Prioritization and Selection Process</i>	December 2023

D. Transportation Facilities and Site Plan Review (6440)

Objective:

Provide data, participate in transportation decision making processes and obtain feedback from other transportation planning agencies including federal, state transportation agencies, environmental and natural resource agencies on the direct and indirect potential impacts of land development and transportation projects.

Previous Work:

- Participation in the local and state-wide transportation planning and programming activities.
- Reviewed transportation planning and engineering study purpose and needs statements and data for State projects identified in the Transportation Plan.

Methodology:

- Evaluations are focused on the needs identified in the Transportation Plan and Transportation Improvement Program so that more informed decisions can be made.
- Participate, to the maximum extent possible, in the transportation decision making process and in the State transportation planning and programming activities.
- Work with appropriate agencies to identify data resources, including GIS, which is useful in evaluating the potential impacts of proposed transportation solutions.
- Coordinate with the NDOT for the collection of transportation and socio-economic-cultural data.
- Assist in developing purpose and need statements for planning and engineering projects identified in the Transportation Plan and provide support for Transportation Plan amendments.
- Review of National Environmental Policy Act (NEPA) Documents and Environmental Impact Statements (EIS) to integrate environmental values into the decision making processes.

Products:

- A. Review and provide analyses of major transportation facility design plans and Environmental Impact reports as needed.
- B. Review project plans for new land use developments and associated impacts on the transportation network.
- C. Respond to data needs by uploading socio-economic-cultural data, transportation network data, GIS files as necessary for the transportation planning process.

Funding Summary:

Combination of Local and Federal PL Funds

Functional Agency Responsibility:

Local, 100%

Schedule of Products	Completion Dates
A. Review major transportation facility design plans	As needed
B. Review project plans for new land use developments	As needed
C. Respond to data needs	As needed

V. METROPOLITAN TRANSPORTATION PLANNING – 6500

A. Long Range Transportation Plan – Review, Evaluation and Update and Coordination with Comprehensive Planning Activities (6510)

Objective:

Develop and maintain the Lincoln MPO’s *Long Range Transportation Plan* (LRTP) and coordinate with the *Lincoln and Lancaster County Comprehensive Plans* and the *Nebraska Long Range Transportation Plan*. Annually review planning assumptions and performance measures to identify amendments to keep the plan current, cost affordable and conforming to federal laws.

Previous Work:

The *2050 Long Range Transportation Plan* and *Technical Documentation* includes all modes of transportation and social, environmental and economic reviews. The **Transportation Plan** is a performance based Transportation Plan that was coordinated with the *Lincoln City and Lancaster County Comprehensive Plans*, had a series of Public Open House activities and Public Hearing held by the Lincoln-Lancaster Planning Commission. The *2050 Long Range Transportation Plan* was adopted by the Lincoln MPO on December 15, 2021. The MPO’s Long Range Transportation Plan covers a minimum forecast period of 20-years at the time of plan adoption and subject to urban area conditions and amendments, will remain valid until its five year expiration date of December 15, 2026.

Nebraska Statewide Transportation Plan: The MPO participated in activities relating to the process for the development of NDOT’s 2040 Statewide Transportation Plan (Nebraska’s Long Range Transportation Plan). NDOT began the plan in September 2019, and it is slated for completion in Spring 2021.

Products:

- A. Monitor and maintain the *2050 Long-Range Transportation Plan* and coordinate the review with all associated planning documents.
- B. Maintain and update the Long Range Transportation Plan Performance Based measures.
- C. Amend to the current *2050 Long Range Transportation Plan* as necessary. This may involve analysis of the concepts and the inclusion of specific projects as part of the plan.

Funding Source:

Combination of Local and Federal PL Funds
 Federal 80%, Local 20%

Functional Agency Responsibility:

Local, 100%

Schedule of Products	Completion Dates
A. Monitor and maintain the current Long Range Transportation Plan	On-going activity
B. Maintain and update LRTP Performance Measures	March 2024
C. Amend the LRTP as required to keep it current	As needed

B. Subarea Planning and Corridor Studies (6520)

Objective:

Subarea plans are developed in order to implement the goals and planning concepts identified in the *2050 Long Range Transportation Plan*. Studies prepared as part of this effort identify future land use and transportation relationships and coordinated with the Lincoln and Lancaster County Comprehensive Plans.

Previous Work:

- The *2050 Long Range Transportation Plan* was completed and adopted by the Lincoln MPO Officials on December 15, 2021.
- Staff support to the state, county, city and other agencies in subarea and corridor studies.
- Transportation Planning support in the NW 48th Street Study, South Lincoln Beltway Study, and the North 33rd Street at BNSF RR crossing Grade Separation Project study.
- Project support for engineering and transportation planning studies.
- The *North 33rd and Cornhusker Subarea Plan* and *Cornhusker Highway Corridor Enhancement Plan* were adopted by reference in the LRTP. Future coordination with the RTSD may result in amendments to these plans.
- Staff support to the state and City on draft Lincoln West Beltway Corridor Study.

Methodology:

- Studies provide details within study areas for existing and projected land uses with the transportation plan.
- Activities provide the details required for traffic analysis used in evaluating both near-term and long-term improvements.
- Activities include identifying policies and physical improvements that support multi-modal transportation systems within major corridors and sub-areas.
- Issues include planning for major investments, policy development, multi-modal transportation systems, congestion relief, safety, aesthetics, access management, adverse impacts, land use and urban design that supports the efficient provision and maintenance of the transportation system.
- Coordination with local governments, state agencies, community groups, business owners, land owners, residents and other stakeholders in developing studies.

Products:

- A. Study documents, reports, maps, presentation materials, and data files will be developed.
- B. Subarea plans will be presented to the Planning Commission, MPO Technical Committee, City Council, County Board of Commission and MPO Officials Committee for formal review and approval as amendments to the *2050 Long Range Transportation Plan*.

Funding Source:

Combined PL and Local Funding

Functional Agency Responsibility:

Local and State

Schedule of Products	Completion Dates
A. Study documents, reports, maps, and data files will be developed	Scheduled with each project
B. Subarea plans will be presented for review	Scheduled with each project

C. Multi-modal Planning (6530)

Objective:

Emphasize a balance in multiple transportation modes including walking, bicycling, public transit, paratransit, and vehicles, that will provide a choice in travel modes and enable the community to maintain a high level of safe mobility and accessibility while working towards a reduction in greenhouse gas emissions.

Previous Work:

- Implementation of the e-scooter program.
- Created a Complete Streets checklist for review of roadway improvements which is being used on currently active projects.
- Implemented portions of the 2018 Lincoln Bike plan, a system-wide on-street bicycle facilities plan that has been incorporated into the *2050 Long Range Transportation Plan*.
- Submitted a TAP funding application for a bike boulevard and pedestrian safety improvements on B Street.
- Launched a mobile counter program, expanding the sites collected for pedestrian and bicycle data.

Methodology:

- **Mobility Hubs:** In conjunction with the Multi-Modal Transfer Center (MMTC) built out, work to identify the best approach to creating mobility hubs and strengthening first and last mile trips. This includes consideration for safe, accessible, and accommodating infrastructure to access these hubs, most notable being the future MMTC.
- **Transit Planning:** Work with LTU-StarTran to advance the action items in the 2022 TDP and other transit plans and priorities.
- **Complete Streets:** Continue regular meetings of the full committee and sub-committees to advance complete streets policy and implementation. Work on development of complete streets design guidelines in conjunction with the Vision Zero action plan.
- **Climate Action Plan:** Continue to advance the 19 action items in the Climate Action Plan under the “decarbonize the transportation system” goal.
- **Safe Streets Lincoln: a Vision Zero Action Plan:** Lincoln’s award of the SS4A grant will support the development of a vision zero action plan. Support the plan development through technical committee membership, open house assistance, and other activities.
- **Development and Street Project Reviews:** Work with Pedestrian/Bicycle Advisory Committee and various agencies to recommend and prioritize bicycle and pedestrian projects and programs. Coordinate with LTU-Transportation staff on School Zones Standards implementation projects. Monitor transportation facility projects, community plans and development proposals for multi-modal enhancements.
- **Document Updates:** Begin process to update the 2013 Bicycle and Pedestrian Master Plan, incorporating the 2018 Lincoln Bike Plan.
- **Bicycle and Pedestrian Counts:** Continue to track bicycle and pedestrian counts with the permanent and mobile counters. Develop a guiding document to expand the program to include other technology to get a more complete picture of active modes of transportation.

Complete Streets Activities: The Bipartisan Infrastructure Law (BIL) requires each MPO to use at least 2.5% of its PL funds on Complete Streets planning activities that increase safe and accessible options for multiple travel modes for people of all ages and abilities. These activities fall under the Metropolitan Transportation Planning section of the Unified Planning Work Program, activity 6530 – Multi-modal Planning. The MPO will meet or exceed this requirement through activities under the Multi-Modal Planning category.

Products:

- A. Maintain and implement the Bike Lincoln website page.
- B. Implement adopted bicycle and pedestrian plans.
- C. Develop bicycle facility, parking, and amenity requirements for new developments.
- D. Emphasize the coordination of transit service within the Urbanized Area and the involvement of transit service planning in transportation decision making process.
- E. Implement the *Transit Development Plan Update* recommendations.
- F. Continue to review and measure Complete Streets projects that enhance safety and connectivity for all road users.
- G. Work to develop a set of Complete Streets Design Standards.
- H. Identification of key mobility hub designs and possible locations.
- I. Work towards implementing the key initiatives identified under the Climate Action Plan transportation goal.
- J. Work on development of a Pedestrian and Bicycle Count Program.
- K. Develop an RTP and project scope for the future update of the Pedestrian and Bicycle Master Plan.

Schedule of Products	Completion Dates
Identification of key mobility hub designs and possible locations.	October 2023
Implement the Transit Development Plan Update recommendations including a Transit Oriented Development zoning district.	Ongoing
Reviews of street and development projects for Complete Streets elements that enhance safety and connectivity for all road users.	Ongoing
Work to develop a set of Complete Streets Design Standards.	Ongoing
Advancement of Climate Action Plan Transportation Element action items.	Ongoing
Completion of the Safe Streets Lincoln Action Plan.	April 2024
Implementation of additional School Zone projects.	Ongoing
Developed RFP and Project scope for updated Pedestrian and Bicycle Master plan.	June 2024
Pedestrian and Bicycle Count Program.	Ongoing

Stephanie Rouse (2023)

Funding Summary:

Combination of Local and Federal PL Funds
 LTU-StarTran – FTA 5307 funding
 MPO – FHWA PL funding
 State – Transit Operating funding
 Local funding

As required by the current transportation bill, at least \$14,685 in PL funding will be spent in this category on eligible Complete Streets activities.

Functional Agency Responsibility:

Local, 100%

D. Goods and Freight Movement Planning (6540)

Objective:

To advance a continuing process for involving the freight hauling community in the transportation planning process and to build on the base for freight hauling community input in developing infrastructure investment strategies.

Previous Work:

- A community-wide freight carrier company survey on goods and freight movement activities was undertaken to gather information and analyze commodity movements within the planning area.
- Outreach efforts for involvement of the freight industry was initiated during the LRTP update planning process and a core group is continuing to work with the MPO in the planning process.
- The MPO participated in activities relating to the process for the development of NDOT’s update to the Nebraska State Freight Plan. NDOT began coordination with MPOs in September 2020, and the Freight Plan is slated for completion in January 2023.

Methodology:

- Continue to engage the core group of freight hauling community and stakeholders in the transportation planning process and with their assistance identifying local transport issues.
- Railroad-related planning activities are coordinated with the Railroad Transportation Safety District (RTSD) for railroad crossings safety issues and railroad system improvements.
- Coordinate planning activities with the NDOT in examining freight issues, programming projects, and promoting a dialogue with the freight industry.

Goods and Freight Movement Planning

The MPO will continue to gather information, analyze commodity movements and solicit input from the freight hauling community for use in the planning and development of infrastructure investment strategies. Planning strategies include coordinate with the NDOT and the freight hauling community in support of the Statewide freight plan which addresses the State’s freight planning activities and investments.

Products:

- A. Continue an active process to gain input from and involve the freight hauling community and stakeholders for input into the transportation planning process.
- B. Coordinate with the NDOT in examining freight issues and the programming of projects.
- C. Coordination with the core group from the freight community includes local trucking and logistics firms and the Nebraska Trucking Association.

Funding Summary:

Combination of Local and Federal PL Funds

Functional Agency Responsibility:

Local, 100%

Schedule of Products	Completion Dates
A. Coordination with the core freight community & stakeholders in the transportation planning process	On-going activity
B. Coordinate with the Nebraska Department of Transportation	On-going activity
C. Coordination with the freight community	On-going activity

VI. TRANSPORTATION SYSTEM PLANNING – 6600

A. Transportation Model Development and Maintenance (6610)

Objective:

Implement and maintain the travel demand model for developing system-wide travel analysis for long- and short-range transportation planning purposes. Perform alternative analysis to support the Performance Based Planning and Programming process of the MPO.

Previous Work:

The Lincoln MPO Travel Demand Model was updated in 2015-2016. Model components were ensured to depict accurate model replication of existing travel behavior for the Transportation Plan update (2040 Long Range Transportation Plan – 2016 Update). NDOT concurred with the model validation. The *Lincoln Metropolitan Planning Organization Travel Demand Model User's Guide & Model Calibration and Validation Report* (February 2016) was accepted by the MPO Technical Advisory Committee for use in the Transportation Planning process. The Travel Demand Model was enhanced to meet the data needs for updating the Long Range Transportation Plan and for the transition to Performance Based Planning and Programming.

Methodology:

The model is used in the maintenance of the *Lincoln Metropolitan Transportation Plan* and in analyzing system deficiencies and transportation system improvement scenarios. The model is also used to address emerging issues, changes in growth patterns, congestion management activities, and to assess system priorities during annual reviews of project programming.

Travel Model Update: The Lincoln MPO Transportation Model is the primary tool to review planning assumptions and test alternative networks. The Lincoln MPO updated and enhanced the Travel Demand Model in FYs 2021 and 2022 to meet the data needs for updating the Long Range Transportation Plan. This included updating the TransCAD Model Software.

Assistance is to be contracted for collecting background data, in developing travel model network/strategies, and analysis tools. This will include integrating the model network with the capabilities of Geographic Information System (GIS) technology and the street center line digital geodatabase to maintain and display travel and transportation project information. The geodatabase encompasses the MPO planning area street network which embodies pertinent facilities-based data sets and attributes (e.g., posted speeds, distance, turning movement prohibitions, etc.) for all links and intersections in the street network.

The updating and validation of the travel model included conducting fresh checks on upstream model components to ensure that the model accurately replicates travel behavior and travel demand patterns in the Lincoln urban area. Also, the model update included development of an improved peak hour model and a mode choice model. Traffic count programs were used to characterize system traffic flows and provide specific information on travel behavior. Network and travel sensitivity testing was done to assist in evaluating alternative transportation improvements and prioritized transportation projects.

Professional Services Travel Model Updates:

Updating of the TransCAD data and network was completed with the 2050 LRTP and involved extensive planning and technical effort from a professional services from a Transportation Consulting firm (Cambridge Systematics). Additional professional services will provide staff with assistance in updating and maintaining the TransCAD model and software and developing analysis tools.

Funding: Consulting Fees for Technical Assistance: Up to \$75,000

TransCAD Model Software Support:

TransCAD Model Software support for the ongoing maintenance of the travel modeling software package from Caliper Corporation.

Funding: Combination local and federal PL Funds (Federal: up to 80% & Local: at least 20%)
 Current TransCAD Model Software Support Fee: \$9,000

Products:

This process is intended to maintain a travel model work program that is able to respond to the increasing information needs placed on the travel projection process. Efforts may include:

- A. Work to build expertise in the use of and advancement of the travel demand model. This may include on-call consultant services and/or training of the MPO, Planning, and Engineering staff in the use of the updated TransCAD software.
- B. Work to maintain the fully integrated travel model with the current GIS street center line digital geo-database and incorporate Performance Based Planning and Programming measures.
- C. Work with City and MPO staff to review planning assumptions and test alternative networks in updating the *Lincoln Metropolitan Transportation Plan*.
- D. Developing traffic projections which support transportation planning and engineering efforts in project-related transportation and traffic engineering analyses.

Funding Summary: Combined PL (80%) and Local Funding (at least 20%)

Functional Agency Responsibility: Local, 100%

Schedule of Products	Completion Dates
A. On-call consultant services and/or training to advance staff skills in travel demand modeling	On-going activity
B. Integrate to maintain the travel model data with the GIS database for Performance Based Planning and Programming measures	On-going activity
C. Develop project-related traffic for projections for transportation planning and traffic engineering analyses	As needed

B. Congestion Management Process (6620)

Objective:

The Congestion Management Process (CMP) serves as a practical tool for staff and decision-makers to identify and implement strategies that enhance the mobility of people and goods in the Lincoln metropolitan area. The CMP is a feature in the metropolitan transportation planning process that includes the development and implementation of the TIP and the LRTP.

Previous Work:

- The CMP for the Lincoln Metropolitan Area was updated in accordance with 23 CFR 450.322 and adopted by the MPO on May 1, 2020.
- The CMP was incorporated into the TIP project selection and prioritization process to identify projects for implementation and funding. The CMP was also used to identify projects to include in the 2050 Long Range Transportation Plan.
- The *Traffic Management Master Plan*, completed in December of 2015 outlines the steps to maintain a safe and efficient transportation system. This plan was updated in 2020.

Methodology:

The CMP is a systematic process that provides information on transportation system performance to provide for effective management and operation of the transportation system and to alleviate congestion and enhance mobility. The CMP identifies the key performance measures to track system performance over time that will address operations objectives and to the congestion problems facing the planning area. Information gathered in the management systems is integrated into the transportation planning process and periodically used to evaluate the effectiveness of implemented strategies.

Products:

- A. The CMP process 1) provides congestion management data, 2) identifies and evaluates congested locations, 3) compares links for potential actions, 4) monitors the effectiveness of improvements. The Traffic Optimization Program will be integrated into these steps.
- B. The CMP is applied within the transportation planning process that includes the TIP and LRTP.

Funding Source: Combined PL (80%) and Local Funding (20%)

Functional Agency Responsible: Local, 100%

Schedule of Products	Completion Dates
A. Review and apply Congestion Management analysis	On-going activity
B. Apply the CMP within the transportation planning process	On-going activity

C. Intelligent Transportation System (ITS) (6630)

Objective:

Advance the development and application of ITS within the Lincoln Metropolitan Area and across the region in order to increase highway safety, mobility, security, economic health and reduce community environmental impacts.

Previous Work:

- The *ITS Regional Architecture for SE Nebraska* identifies thirty nine projects and the Stakeholder Involvement and Outreach Plan.
- The ITS Regional Architecture Plan is a key element of the MPO Transportation Planning process.
- A system of ITS field devices (CCTV Cameras, DMS, RWIS) have been implemented in Lincoln to enhance the safety, security, operations and economic well-being of residents and the transportation system.
- Upgraded the City’s central traffic signal system and local intersection software.

Methodology:

- Conduct System Engineering Analysis to comply with FHWA requirements for the thirty nine projects identified in the ITS Regional Architecture.
- Update the joint ITS Regional Architecture to ensure that ITS investment in Southeast Nebraska has established common communication protocols.
- Bring the region into compliance with the nationally established ITS standards and architecture.

Products:

- A. Conduct Regional ITS Architecture compliance assessments as required.
- B. Conduct Project Level Architecture updates as required.
- C. Encourage use of ITS strategies and field devices as a part of all transportation projects.

Funding Source:

Combined Federal, State, and Local Funding

Functional Agency Responsible:

City of Lincoln, Lancaster County, Nebraska
 Department of Transportation, local governments

Schedule of Products	Completion Dates
A. Continue working with ITS Regional Technical Work Group	On-going activity
B. Conduct Regional ITS Architecture compliance assessments	On-going activity
C. Conduct Project Level Architecture updates as required.	On-going activity
D. Encourage ITS strategies as part of roadway & infrastructure projects	On-going activity

D. System Management, Operations and Coordination (6640)

Objective:

To carry out effective long-range transportation planning by integrating transportation system management and operations and system performance evaluations within the Lincoln Metropolitan Planning Area.

The metropolitan transportation planning process has implemented a transportation infrastructure that emphasizes the need to optimize the effectiveness and performance of the transportation system through improved transportation system management and operations activities. Transportation system management and operations activities have been integrated in the Lincoln transportation planning process, and assist the Lincoln MPO in meeting federal requirements that calls for system management and operations strategies to be incorporated into the metropolitan transportation plan.

Previous Work:

- Provide decision-makers direction on key transportation policies, issues and procedures
- Provide technical assistance for public and private projects for urban, rural, and state transportation planning and engineering activities.
- Ongoing work activities include developing and maintaining programs in traffic access management, site impact review, congestion management, intersection improvements, level of service and system performance measures.
- Access Management Plan developed.
- A Pavement Management Program survey for Lincoln streets was initiated in 2005 and updates to arterials and other major streets were completed in 2012, 2015, 2018, and 2021.
- Follow-up to the street pavement condition survey was completed during FY 2023.

Methodology:

- System Management, Operations and Coordination is an evaluation of the need for transportation facilities and services based on travel demand. This may be accomplished on an area wide basis, within a single jurisdiction, within a specific transportation corridor or in any other geographic unit. System planning includes an evaluation of how the urban area develops and how human travel characteristics change the demand for transportation.
- System data and records are maintained to insure a consistent and proactive planning process and provide consistent up-to-date information for the transportation planning and transportation improvement programs.
- System Management, Operations and Coordination Activity maintains project data bases for the Transportation Plan which are translated into projects for input into the TIP. Data sources provide support for transportation planning and transportation related activities which include maintaining level-of-service information and functional classification for the roadway network
- Highway Functional Classification process is an on-going activity to determine the importance of all urban streets and highways in relation to one another and to urban development. This will undergo a complete review and updating to reflect the changing character of the urban environment transportation system.
- Emergency Preparedness has been established to address local disasters, both natural and man made, which are unpredictable as to time, location, nature and severity. An Emergency Plan has been developed to provide guidelines in responding to incidents and evacuation routes and emergency operations management have been developed. Lincoln Transportation & Utilities and County Engineering staff have received training through the National Incident Management System which is a unified approach to incident management with standard command and management structures and an emphasis on preparedness, mutual aid and resource management.
- Traffic Incident Management Planning (TIMP) is the process of managing multi-agency, multi-jurisdictional responses to street and highway traffic disruptions. The focus is on managing both

small and large scale incidents and executing a plan with the cooperation of all of the organizations involved. Major events require the planning and preparation from a wide scope of participants which may utilize pre-planning for the use of public transit which may become a critical component in addressing a major regional event.

- Pavement Management Program uses specially equipped vans to collect high-quality digital images and measures defects in the pavement surface to assist in scoring each street section. Follow-up to the Lincoln pavement condition survey calls for updates of major streets every other year, and minor streets every four years.
- Signal System Prioritization Ranking was developed in 2015. This asset management system for the City’s traffic signals to guide expenditures identified in the Capital Improvement Program and Transportation Improvement Program are spent in the most cost effective manner.

Products:

- A. Evaluation of the need for transportation facilities and services based on travel demand.
- B. Develop and maintain system planning data and records to be used to support the transportation planning process and related planning/engineering activities.
- C. Maintain Highway Functional Classification maps and update as needed to support community development and the growing importance of all urban streets and highways.
- D. Maintain and update as necessary the Emergency Plan and staff training to provide guidelines and preparedness in responding to incidents and evacuation routes and emergency conditions.
- E. Oversee the Traffic Incident Management pre-planning activities and the execution of traffic operation plans for incidents.
- F. Prioritized replacement of traffic signals and ITS elements.

Funding Source: Combined PL (80%) and Local Funding (20%)

Functional Agency Responsible: Local, 100%

Schedule of Products	Completion Dates
A. Evaluation of transportation facilities and services	On-going activity
B. Development and maintenance of system planning data and records	On-going activity
C. Maintain Highway Functional Classification maps	As needed
D. Maintain Emergency Plan and staff training to provide preparedness	As needed
E. Oversee the Traffic Incident Management planning and operations	On-going activity
F. Prioritized replacement of traffic signals and ITS elements	On-going activity

VII. CONTINUING URBAN TRANSPORTATION PLANNING PROCESS

A. Lincoln MPO Cost Allocation Plan for Fiscal Year 2024

Purpose

The Transportation Planning “Cost Allocation Plan” for the Lincoln Metropolitan Planning Organization (MPO) is the basis of assigning project costs based on staff time spent on transportation planning work in carrying out the continuing transportation planning process within the Lincoln metropolitan area. The City of Lincoln has been designated as the recipient agency for the Lincoln Metropolitan Area for planning funds pursuant to 23 U.S.C. Section 134 which provides partial funding for the transportation planning process carried out by the Lincoln MPO. Overall program funding is based upon financial resources received from participating agencies which include the City of Lincoln, Lancaster County, State of Nebraska and federal government (FTA/FHWA).

The purpose of a cost allocation plan is to summarize the methods and procedures that are used to allocate costs and to establish the overhead rate for the MPO. This rate is used for the PL Funding grant which is administered through the Unified Planning Work Program (UPWP) and is the basis for the Federal Aid Highway Metropolitan Planning (PL) Funds agreement with the NDOT. This Cost Allocation Plan is submitted to the Nebraska Department of Transportation (NDOT), the Lincoln MPO cognizant for the Federal Highway Administration, for approval.

General Approach

The Transportation Planning Cost Allocation Plan, is a cost rate proposal to document and identify the cost allocations and establish overhead rates of the MPO for fiscal year 2022-2023. There are three basic factors covering project costs and used in determining the total overhead rate. These include 1) direct assignable project costs, 2) employee fringe benefits and 3) indirect common or joint purpose project costs.

Direct assignable project costs are those expenses that can be identified specifically with a particular final objective. These are the gross costs of personnel, materials, services and consultants that have direct assignment or responsibilities identifiable to specific projects identified in the UPWP. Costs charged directly to final cost objectives that do not require any further allocation or breakdown are assignable direct costs.

Direct assignable labor includes employee fringe benefits which are considered part of the direct labor costs. Fringe benefits costs are fixed expenses such as health insurance, vacation pay, employer’s contribution to retirement funds, workers’ compensation, and payroll taxes which are constant for each worker and so, like wages, adds directly to the cost of every job.

Indirect project costs include all job related costs other than direct labor and direct materials but are made up of indirect materials, indirect labor, and other overhead costs related to carrying out the transportation planning program for the MPO. Indirect costs are incurred for a common or joint purpose and cannot be readily identified with a particular final cost objective; therefore, a method of allocation is used to distribute the indirect costs to various direct activities that were benefitted. To distribute indirect costs equitably and consistently, a “Cost Allocation Plan” was completed by the City of Lincoln in 2023 which establishes an indirect rate for all project costs required to cover project overhead.

Overhead Factor

The overhead factor employed is a fairly simple, straightforward calculation, which establishes the general overhead costs that are incorporated into the labor billing rates. Two factors went into developing this factor. First are the employee fringe benefits, estimated to average 33.24 percent of labor costs as determined by an audit of Lincoln’s payroll and related expenses. Only those payroll-related expenses listed on the following page and included in Employee Fringe Benefits part 1.31.6 of the Federal Acquisition Regulation (Code of Federal Regulation 48) are included for reimbursement. For purposes of this plan, the employee fringe benefit funding level for the work program is a 33.24 percent rate applied to direct labor costs.

The “Cost Allocation Plan” (2023) computed a new special indirect rate for all direct labor costs, a rate of 22.58 percent. This was done in accordance with Office of Management and Budget (OMB) Circular A-87, “Cost Principles for State and Local Governments,” and pursuant to the definitions set forth in 2 CFR 200, Appendix VII, b(5) and b(9) in a negotiated agreement between the City of Lincoln and FHWA, the cognizant federal agency.

The combined direct employee benefit rate (33.24%) and indirect overhead cost rate (22.58%) results in a total overhead cost rate of 55.82 percent to be applied to all project costs. This overhead cost rate is subject to any conditions that may be set forth in the payment section of the NDOT PL Fund agreement.

Cost Allocation To Projects

Each project that is active during the fiscal year receives an allocation of costs relative to its activity or staff time spent on the project. This includes direct personnel costs for the actual time, direct non-personnel project costs, and a share of all indirect costs relative to the project activity. The share of indirect costs charged to each project is determined by the staff activity and the overhead factor applied to each respective project’s direct personnel costs.

This “Cost Allocation Plan” for the Lincoln MPO is the basis of assigning project costs and project support. At the quarter end, the actual dollar amount of available programmed funds will determine the amount of support each project will receive during the requisition period. Funding will be drawn from available federal, state, and local transportation funds, and other special transportation planning funds contracted for and authorized by the MPO Executive Officer, MPO Director, or Officials Committee.

Direct Assignable Personnel Costs. The gross costs of personnel that have direct assignment or responsibilities identifiable to specific projects in the UPWP. This is compensation paid to employees whose time is devoted specifically to the fulfillment of a particular program objective and do not require any further allocation or breakdown and are directly assignable. If direct personnel are assigned to general administrative functions, their time will be recognized as an indirect cost.

Employee Fringe Benefit Costs. Fringe benefits are fixed expenses that are directly assignable to labor costs. Fringe benefits costs are fixed expenses such as health insurance, vacation pay, employer’s contribution to retirement funds, workers’ compensation, and payroll taxes, etc. which are constant for each worker and so, like wages, adds directly to the cost of every job.

The fringe benefit costs inflate every dollar spent on wages by an average of 33.24 percent as determined by an audit of Lincoln’s payroll and related expenses. Only those payroll-related expenses shown below and included in Employee Fringe Benefits part 1.31.6 of the Federal Acquisition Regulation (Code of Federal Regulation 48) are included for reimbursement. The fringe benefit cost rate of 33.24 percent is applied for quarterly grant reimbursement claims. Benefits include the following cost categories which are subject to conditions set forth in the PL Fund agreement:

- Social Security
- Retirement
- Life Insurance
- Health Insurance
- Dental Insurance
- Deferred Compensation
- Post Employee Health Plan
- Worker's Compensation
- Employee Assistance Program
- Unemployment

When claimed for reimbursement, the rate for overhead costs will be determined by an audit of Lincoln's payroll and related expenses for the FY 2024 PL contractual agreement.

Direct Non-Personnel Costs. The cost of non-personnel items or services that are directly assignable to the work program and charged directly to a specific objective and do not require any further allocation or breakdown are assignable direct costs. Direct non-personnel costs include the costs of any materials purchased and project related items such as contract services, project report publishing and reproductions, travel, reference materials, staff development, postage, public notices, data processing, memberships, and other costs directly identifiable to the program. Costs may include of pre-approved items such as equipment, consultants and subcontractors for performance of services specifically for the program.

Indirect Personnel Costs. The indirect personnel costs or "central overhead costs" are the overall costs it takes to support an employee. Indirect costs are spread among general and administrative expenses that are incurred for common or joint purposes benefitting more than one cost objective and not readily assignable to a specific cost objective without effort disproportionate to the results achieved. These are gross costs of all personnel that are not directly assigned to specific projects but rather are assigned to support all project activities. If indirect costs could be distributed equitably and consistently, it would not be necessary to develop a cost allocation plan. Staff assigned as an indirect cost will not be allocated as a direct cost to any other project or circumstance for which they have been assigned as a direct cost.

Indirect Non-Personnel Costs. Indirect non-personnel costs are all non-personnel costs incurred for common or joint purposes benefitting more than one cost objective, and are not readily assignable to the cost objectives specifically benefitted, without effort disproportionate to the results achieved. These costs include the costs of office supplies, services, and facilities that benefit more than one project, program or department (for example, office rent, office supplies, base telephone, mail delivery, depreciation, insurance, janitorial services, utilities and other such costs similarly attributed to total agency and all project support). It is difficult to classify costs that will be indirect in all situations. However, one rule followed is that a cost is not allocated as an indirect cost if that cost or any other cost incurred in the same circumstance and for the same purpose has already been assigned to the program as a direct cost.

Products

The activities included in this work program will be carried out in accordance with the MPO Prospectus. The following Activity Reference Chart reflects the activities described above, with agency responsibilities and estimated costs noted. The activity number is that assigned to each activity for purposes of the Lincoln-Lancaster Planning Department and Lincoln Transportation and Utilities Department Time Management Systems.

B. PROGRAM FUNDING SUMMARY TABLE

Staff Time Estimates For FY 2024

Staff (equivalent staff time)	Staff Months
Professional Staff	44
Support Staff	35

Estimated Costs By Agency

Agency	Estimated Costs
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Program Funding Summary:

Lincoln Metropolitan Planning Organization (MPO)

Total Program Costs (100%):	\$1,018,098,725,708
Federal Share (80%): PL Fund	\$814,478,580,566
City Share (20%):	\$203,620,145,142

PL Funding Summary:

Federal Allocation: SPR-PL-1(61)	\$513,639
<u>Federal Allocation: SPR-PL-1(60)</u>	<u>\$233,912</u>
Federal Allocation: SPR-PL-1(58)	\$66,928
 Total Federal PL Fund Allocation:	 <u>\$814,478,580,566</u>

~~March-July 2023~~

ACTIVITY REFERENCE CHART

**WORK PROGRAM FOR CONTINUING TRANSPORTATION PLANNING
 IN THE LINCOLN METROPOLITAN AREA: FY 2024**

Activity Number	Activity	Agency Primarily Responsible	Estimated Activity Costs		
			PL Fund	Local	Total
			(80%)	(20%)	(100%)
Administrative and Management Activities – 6100			74,690	18,673	93,363
6110	General Program Administration and Coordination	LLPD			
6120	Certification of Transportation Planning Process	LLPD, LTU, TC			
6130	Unified Planning Work Program	LLPD, LTU, TC			
6140	PL Fund Grant Administration	LLPD, LTU			
6150	Professional Development, Education and Training	LLPD, LTU			
Interagency and Public Outreach Activities – 6200			69,520	17,380	86,900
6210	Transportation Planning-Related Committees	LLPD, LTU			
6220	Public Participation Program	LLPD			
6230	Environmental Justice Strategies	LLPD			
6240	Transportation Reports	LLPD			
6250	Website Management and Enhancement	LLPD			
Data Development, Monitoring & Evaluation – 6300			145,696	36,424	182,120
6310	Geographic Information Systems (GIS)	LLPD, LTU, TC			
6320	Demographic Database Update	LLPD			
6330	Land Use Database Update and Maintenance	LLPD, LTU, LCE			
6340	Community Involvement	LLPD, LTU, TC			
6350	Census Planning Activities (CTPP)	LLPD			
6360	Transportation System Data Monitoring & Collection	LLPD, LTU, LCE			
Short Range Planning and Programming – 6400			71,630	17,907	89,537
6410	Transportation Improvement Program (TIP)	LLPD, LTU, LCE, TC			
6420	Financial Resources Develop and Program Phasing	LLPD, LTU, LCE, TC			
6430	Enhanced Mobility FTA Grant Programs	LLPD, LTU, LCE, TC			
6440	Transportation Facilities and Site Plan Review	LLPD, LTU, LCE, TC			

ACTIVITY REFERENCE CHART

**WORK PROGRAM FOR CONTINUING TRANSPORTATION PLANNING
 IN THE LINCOLN METROPOLITAN AREA: FY 2024**

Activity Number	Activity	Agency Primarily Agency	Estimated Activity Costs		
			PL Fund	Local	Total
			(80%)	(20%)	(100%)
			<u>392,942</u>	<u>98,236</u>	<u>491,178</u>
			159,030	39,758	198,788
Metropolitan Transportation Planning – 6500					
6510	Long Range Transportation Plan Review, Evaluation and Update and Coordination with Comprehensive Planning Activities	LLPD, LTU, LCE, TC			
6520	Subarea Planning and Corridor Studies	LLPD, LTU, LCE, TC			
6530	Multi-modal Planning	LLPD, LTU, LCE, TC			
6540	Goods and Freight Movement Planning	LLPD, LTU, LCE, TC			
6550	Policy Studies and Regulation Review	LLPD, LTU, LCE, TC			
Transportation System Planning – 6600			60,000	15,000	75,000
6610	Transportation Model Development & Maintenance	LLPD, LTU, LCE, TC			
6620	Congestion Management Process (CMP)	LLPD, LTU, LCE, TC			
6630	Intelligent Transportation System (ITS)	LLPD, LTU, LCE, TC			
6640	System Management, Operations and Coordination	LLPD, LTU, LCE, TC			
MPO PROGRAM TOTALS			<u>\$814,478</u>	<u>\$203,620</u>	<u>\$1,018,098</u>
			580,566	145,142	725,708
			(80%)	(20%)	(100%)

~~March-July 2023~~

VIII. TRANSIT PLANNING WORK PROGRAM – 6700

A. Transit Planning Program

The following describes transit planning activities expected to be conducted in FY 2024. The task budget categories are per Federal Transit Administration (FTA) guidance circulars to be utilized for reporting and auditing purposes. Tables follow this information describing the level of effort and budget of each indicated task.

44.21.00 Program Support and Administration:

Various administrative activities will continue in FY 2024 in coordination with planning carried out by other agencies, including:

- Staff supervision and administration
- Professional development
- Coordination and development of planning activities
- Policy review and development
- Budget development and coordination
- Activities associated with procurement of StarTran capital items.
- Financial management activities related to organizational support and operations.

44.22.00 General Development/Comprehensive Planning:

Evaluation and update of Transit Portion of Lincoln MPO Long Range Transportation Plan (LRTP) and the Lincoln/Lancaster County Comprehensive Plan.

44.23.02 Long Range Transportation Planning:

Appropriate review and update of the Long Range Transportation Plan.

44.24.00 Short-Range Transportation Planning:

Activities specifically related to short range transportation system/project planning and analysis will continue in FY 2024, to include:

- Management analysis of and planning related to internal operations
- Public Transit Agency Safety Plan
- Transit-related system and project planning
- Transit-related performance monitoring
- Monitor results of Passenger Counting System for route performance and service effectiveness
- Activities associated with StarTran bus stop improvement program
- Planning and environmental activities for Multimodal Transit Center Project
- Begin implementing recommendations from 2022 Transit Development Plan
- Project management activities for Multimodal Transit Center project

44.25.00 Transportation Improvement Program:

In FY 2024, the transit portion of the 2023/24-2026/27 Transportation Improvement Program (TIP) will be developed and maintained and ensure consistency with the Capital Improvement Program. Use sound financial planning to accurately estimate available funds for system expansion, operations, and maintenance costs.

44.26.14 Planning Emphasis Areas:

In FY 2024 support will be given to the FTA Planning Emphasis Areas which includes:

- Public Transportation Safety Planning
- Planning for sustainable infrastructure system to include alternative fueled vehicles
- Support goals of equity and justice in planning work
- Transit Systems Management/Operations to Increase Ridership
- Transit Capital Investment Decisions through Effective Systems Planning
- Transit Asset Management Plan
- Participation in Complete Streets efforts

44.27.00 Other Activities:

Transit-related portions of the following such transportation administrative programs will continue to be developed in FY 2024:

- Unified Planning Work Program
- Planning Process Certification Report
- National Transit Database Reporting
- Disadvantaged Business Enterprise Goal
- Maintenance Plan review and update

Appropriate planning activities will be conducted in FY 2024 which give early consideration of the natural environment and effects of transportation planning and project activities. Such planning activities will address, as appropriate, equitable distribution of mobility benefits and possible adverse environmental/health impacts of federally-funded transportation investments and activities.

Schedule of Products	Completion Dates
A. Surveillance Activities	Fall 2024
B. Transportation Improvement Plan	Summer 2023
C. Unified Planning Work Program	March 2023
D. Planning Process Certification Report	July 2023
E. Program Support Activities	On-going activity
F. Short Range Transportation Planning Activities	On-going activity
G. Planning Emphasis Activities	On-going activity
H. National Transit Database Reporting	On-going activity
I. Implement recommendations from 2022 Transit Development Plan	On-going activity
J. StarTran bus stop improvement program	Summer 2023
K. Planning and environmental activities for Multimodal Transit Center Project	2023
L. Project management for Multimodal Transit Center Project	2023

Brian Praeumer (2023)

B. PROGRAM FUNDING SUMMARY TABLE

**TRANSIT PLANNING PROGRAM
FUNDING SUMMARY
F.Y. 2024**

	FTA Section 5303	FTA Section 5307	City of Lincoln	TOTALS
Section 5303	\$205,644	\$0	\$51,411	\$257,055
Section 5307	\$0	\$68,581	\$17,145	\$85,726
TOTALS	\$205,644	\$68,581	\$68,566	\$342,781

**TRANSIT PLANNING PROGRAM
 FUNDING BY TASK
 F.Y. 2024**

Task	FEDERAL DOLLARS		CITY MATCH		Total
	Section 5303	Section 5307	Section 5303	Section 5307	
44.21.00 Program Support & Administration	61,693	20,574	15,423	5,143	102,834
44.22.00 General Development/Comprehensive Planning	5,141	1,852	1,285	463	8,741
44.23.02 Long Range Transportation Planning	10,282	3,429	2,571	857	17,139
44.24.00 Short Range Transportation Planning	71,975	24,003	17,994	6,001	119,973
44.25.00 Transportation Improvement Program	5,141	1,852	1,285	463	8,741
44.26.14 Planning Emphasis Areas	26,734	8,847	6,683	2,212	44,476
44.27.00 Other Activities	24,677	8,024	6,169	2,006	40,877
TOTALS	\$205,644	\$68,581	\$51,411	\$17,145	\$342,781

Brian Praeuner (2023)

Note: The 5307 portion is unchanged from last year.

IX. ENVIRONMENTAL STUDIES, PROGRAMS AND COORDINATION – 6800

A. Environmental Planning (6810)

Objective:

Continue a dialogue with City, County and Statewide agency partners regarding ways all agencies can become involved in important environmental issues resulting in enhanced programs and maintain an emphasis on the integration of environmental values in the decision making processes.

Previous Work:

- *Wilderness Park Study* integrates the findings of a number of studies of Wilderness Park and makes recommendations for a park management plan and considerations planning process.
- *Natural Resources - Geographic Information System (NRGIS) Interpretive Summary* brings together importation natural resources information in digital form about Lancaster County for use in the community’s on-going planning process.
- A *Greenprint Challenge* was undertaken in approach to planning urban and rural developments.

Methodology:

The *Long Range Transportation Plan* and the *Lincoln and Lancaster Comprehensive Plans* are a local resource of environmental principals and strategies for long term planning activities. The MPO will continue to work with local and state agencies building on planning activities and in developing environmental action plans to target environmental issues.

Products:

- A. Further develop the transportation and environmental planning linkages with local, regional, state and federal environmental agencies.
- B. Integration of environmental and transportation plans with planning activities of local, regional and state agencies to identify possible programs that can address local environmental issues.
- C. Strengthen the emphasis of environmental values by further incorporating environmental planning in the transportation planning process.

Funding Summary:

- Combination of Local and Federal PL Funds

Functional Agency Responsibility:

- Local, 100%

Schedule of Products	Completion Dates
A. Further develop planning linkages with environmental agencies	On-going activity
B. Integration of environmental and transportation planning activities	On-going activity
C. Emphasize environmental values in transportation planning process	On-going activity

B. Urban Air Quality Planning (6820)

Objective: The minimization of air pollution such that the public’s health is protected.

Ongoing Work:

The Lincoln metropolitan area has been designated by U.S. EPA as being in attainment or unclassifiable for all of the National Ambient Air Quality Standards (NAAQS), which are established by the U.S. Environmental Protection Agency (U.S. EPA) to be protective of the public’s health. An ambient air quality monitoring program, operated by the Lincoln-Lancaster County Health Department’s (LLCHD) Air Quality Program monitors fine particulate matter (≤ 2.5 microns in diameter, referred to a $PM_{2.5}$), and ground-level ozone (O_3).

Monitoring Activities:

Funding for purchasing monitoring equipment has been provided through local funds and also, in part, by the Nebraska Department of Environment and Energy (NDEE). Since July of 2010, a continuous $PM_{2.5}$ monitor has been operating on the roof of the Health Department at 3131 O Street in Lincoln. The LLCHD has monitored ozone concentrations in Davey, Nebraska since 1985. Data from the $PM_{2.5}$ and ozone monitors is used to calculate the Air Quality Index (AQI), which is available on the US EPA’s ‘AirNow’ website. In 2016, the LLCHD received funding from the NDEQ to purchase and install sulfur dioxide (SO_2) monitoring equipment near Hallam, NE. The LLCHD has discontinued operation of the SO_2 monitoring site, as monitoring data collected from January 1, 2017 through December 31, 2019 showed compliance with the SO_2 NAAQS. Emissions from cars and trucks account for the majority of $PM_{2.5}$ and ozone-forming pollution in Lancaster County. Recent studies conducted by the Health Effects Institute and other research groups indicate that exposures to traffic-related pollution are likely to be of public health concern and deserve public attention. Additional research is needed to fill key gaps in our understanding of emissions, exposure, and health.

Ongoing Activities: Emission Inventory, Modeling, and Air Monitoring:

- A. The LLCHD will continue to monitor ambient air for $PM_{2.5}$ and ozone. Data is recorded in 1-hour, 8-hour, and 24-hour increments and annual averages are computed. In order to assess the impact of emissions from mobile sources, a comprehensive emission inventory is conducted on a regular basis using EPA-approved models and emission calculation methods.
- B. The LLCHD will continue to cooperate with the Lincoln-Lancaster County Planning Department, the Transportation and Utilities Department, the MPO and Nebraska Department of Transportation (NDOT) to understand and quantify emissions related to the transportation system.

Funding source:

- Local funding
- \$117,000 from NDEQ grants (Federal pass-through grant funds)
- \$64,685 in grant match funding from the Health Fund

Functional Agency Responsibility:

- Local, 100%

Schedule of Products	Completion Dates
A. Continue monitoring ambient air and utilizing air monitor data to demonstrate compliance with NAAQS and examine air quality trends	On-going activity
B. Comprehensive emission inventory is conducted	On-going activity
C. Continue to cooperative planning efforts with the MPO	On-going activity

Gary Bergstrom, LLCHD (2023)

C. Flood Plain Management Program Coordination (6830)

Objective:

This program is to promote the public health, safety, and general welfare, and to minimize public and private losses due to flood conditions by sound management of flood hazard areas. To accomplish this, an integrated watershed management program is to be developed and maintained that will take a comprehensive, proactive approach to floodplain and stormwater management. This also enables the City and County to maintain status in the National Flood Insurance Program.

Previous Work:

- Obtained a Community Rating System rating of five in October 2015 which provides a 25% reduction in flood insurance premiums for properties in the floodplain that have flood insurance.
- Stormwater quality standards (Lincoln Municipal Code 28.03) became effective February 1, 2016.
- Completed the Salt Creek Floodplain Resiliency Study (January 2021).
- Completed the Comprehensive Watershed Master Plan (October 2022).
- Updated floodplain, water quality, and stormwater standards (Lincoln Municipal Code 26, 27, and 28) which became effective March 1, 2023, most significantly increasing the freeboard standards for development in and adjacent to the floodplain from 1 ft to 2 ft, while the floodplain maps are out-of-date.

Methodology:

- Develop a Comprehensive Watershed Master Plan and Flood Mitigation Master Plan for the City to address stream stability, flood issues and water quality.
- Implement stream stability, flood control, and water quality projects based on the recommendations of the Comprehensive Watershed Master Plan and Flood Mitigation Master Plan.
- Disseminate floodplain and stormwater information to the public, utilizing web technology and GIS to increase the range of information available.
- Ongoing stormwater education program.
- Regulate new development for compliance with floodplain, water quality, and stormwater standards, to protect new development from flood risk and reduce the negative impact of development on the community.

Products:

- A. Develop a Flood Mitigation Master Plan. Study started March 2021, and is planned to be completed Summer 2023.
- B. Update the FEMA floodplain maps within the City's 3-mile jurisdiction, using NOAA Atlas 14 rainfall data and updated topography. Study is planned to start January 2023.

Funding Source:

- The Flood Mitigation Master Plan funded by a combination of city, NRD, and federal funds. Estimated cost is \$100,000.
- Floodplain remapping funded by FEMA grants through the Cooperating Technical Partnership program. Estimated cost is \$5,700,000.

Functional Agency Responsibility:

- 75% Federal funds and 12.5% local funds each from the City and NRD for the Flood Mitigation Master Plan Study.
- 100% Federal funds through FEMA's Cooperating Technical Partnership program for Floodplain remapping, with leverage provided by City.

Schedule of Products

Completion Dates

A. Floodplain Master Plan	Summer 2023
B. Floodplain remapping	Winter 2030

Tim Zach (2023)

X. LINCOLN MUNICIPAL AIRPORT PLANNING – 6900

A. Airport Master Plan Study (6910)

Objective:

The Lincoln Airport Authority is to conclude an Airport Master Planning effort that began in FY 2021 with the primary objective of developing a long term program that will yield a safe, efficient, economical, and environmentally acceptable air transportation facility. This 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.

Previous Work:

The previous *Lincoln Airport Master Plan* completed in August of 2007 was sponsored by the Lincoln Airport Authority, funded with assistance of the Federal Aviation Administration (FAA) and Lincoln Airport Authority.

Methodology:

To accomplish the objectives of the study, the Airport Master Planning effort analyzes and supplies the following information:

- **Inventory of Existing Conditions** – Assemble and organize relevant information and data for the Lincoln Airport, the City of Lincoln and Lancaster County.
- **Forecasts** – Develop detailed projections of future aviation activity by quantity and type.
- **Facility Requirements** – Estimate the current and future levels of airfield capacity and delay. Identify the facility requirements needed to meet projected demand for existing, short, intermediate and long term time frames.
- **Airport Alternatives** – Evaluate concepts of the various alternatives for airport development as determined by current and future facility requirements.
- **Recommended Master Plan Concept and Airport Layout Plan** – Refine the recommended airport development concepts into the airport final plans for development.
- **Capital Improvement Plan** – Prepare a capital improvement program to assist in the implementation of the recommended development plan. Establish development priorities and schedule proposed development items and estimate development costs.
- **Obstacle Identification Surveys** – Provide obstruction surveys of airport approach and departure surfaces meeting FAA accuracy requirements.

Products:

- A. The Study provides an *Airport Master Plan* which will consist of the *Airport Master Plan* document and an updated *Airport Layout Plan* showing the planned development described in the planning document.

Funding Source:

- Lincoln Airport Authority: \$0 (0%)
- Federal Aviation Administration: \$835,130 (100%)

Functional Agency Responsible:

- Local (100%)

Schedule of Products

Completion Dates

A. <i>Airport Master Plan</i> and updated <i>Airport Layout Plan</i>	FY 2023-2024
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Chad Lay (2023)

END



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