



Lincoln Metropolitan Planning Organization

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

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

Date: February 10, 2026
Time: 12:30 p.m.
Place: Council Chambers, County-City Building

Meeting Agenda:

Roll call and acknowledge the “Nebraska Open Meeting Act”

1. Review and action on the draft minutes of the [January 9, 2026](#) Officials Committee meeting
2. [Election](#) of committee officers. According to the Bylaws, committee officers consist of a Chair and Vice-Chair that are elected annually from the members of the committee
3. Consent Agenda (Public Hearing and Action)
 - a. [Review and action](#) on revisions to the [FY 2026 Unified Planning Work Program \(UPWP\)](#)
 - i. Transfer funds of \$18,403 (Federal Highway Administration (FHWA) Planning (PL) funds - \$14,722, Local funds - \$3,681) from Metropolitan Transportation Planning, Activity 6500 to Transportation System Planning, Activity 6600
 - ii. Add Section 5303 carryover funds from FY 2025 to FY 2026 in the Transit Planning Program
 - b. [Review and action](#) on revisions to the [FY 2026-2029 Transportation Improvement Program \(TIP\)](#)

- i. Federal Transit Administration Section 5310/5311 program:
 1. Madonna-Lincoln – Remove project as funds have been awarded
 2. Section 5310 Program – FY 2023 Allocation – Remove project as funds have been awarded
 3. Section 5310 Program – FY 2024 Allocation – Reprogram funds to FY 2026 and update funding amount
 4. Section 5310 Program – FY 2025 Allocation – Reprogram funds to FY 2027 and update funding amount
4. Items removed from Consent Agenda
5. [Review and action](#) on revisions to the [FY 2026-2029 Transportation Improvement Program \(TIP\)](#)
 - a. Lancaster County Engineering program:
 - i. Saltillo Intersection Improvements – Add project and program federal funds
 - b. Pedestrian, Bike and Trails program:
 - i. Rock Island Trail Undercrossing at Old Cheney Road – Reprogram Construction/CE costs from FY 2026 to FY 2027, increase funding amounts for the same phase, and update project description
 - ii. Rock Island Trail Widening - A Street to Boosalis Trail – Reprogram Construction/CE costs from FY 2026 to FY 2027 and reduce funding amounts for the same phase
6. [Review and action](#) on MPO Federal Performance Measures and Targets:
 - a. FHWA Safety Performance Measures and Targets
7. Other topics for discussion
 - a. Update on the 2050 Long Range Transportation Plan Update and Lincoln Mobility Plan
8. 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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Nếu bạn cần thông tin bằng ngôn ngữ khác, vui lòng gửi email mpo@lincoln.ne.gov

إذا كنت بحاجة إلى معلومات بلغة أخرى ، يرجى إرسال بريد إلكتروني mpo@lincoln.ne.gov

หากคุณต้องการข้อมูลในภาษาอื่น โปรดส่งอีเมล mpo@lincoln.ne.gov

نهگهر پیویست به زانیاری به زمانیکی تر، تکایه نیمهیل بتیره mpo@lincoln.ne.gov

MEETING RECORD

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

NAME OF GROUP:	MPO OFFICIALS COMMITTEE MEETING
DATE, TIME AND PLACE OF MEETING:	January 9, 2026, 2:00 p.m., City Council Chambers, County-City Building, 555 S. 10 th Street, Lincoln, NE
MEMBERS AND OTHERS	Tom Beckius; Mayor Leirion Gaylor Baird; Ryan Huff, Rick Vest, Matt Schulte and Sändra Washington
IN ATTENDANCE	Paul Barnes, Rachel Christopher, Mia Haschenburger David Cary and Kristi Merfeld of The Planning and Development Services Department and other interested parties were present

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

Vest then called for a motion to approve the minutes of the regular meeting held September 12, 2025. Vest asked if there had been any comments or changes to them and there were none.

Beckius made a motion for approval, which was seconded by Washington and carried 6-0; Beckius, Huff, Vest, Schulte, Washington and Mayor Leirion Gaylor Baird voting "yes."

PUBLIC HEARING: **January 9, 2026**
Members Present: Beckius, Huff, Vest, Schulte, Washington and Mayor Leirion Gaylor Baird.

ACTION TO REMOVE FEDERAL HIGHWAY ADMINISTRATION (FHWA) LINCOLN MPO PLANNING (PL) FUNDS FROM THE FY 2026-2029 TIP AS APPROVED WITH RESOLUTION 2025-11 ON SEPTEMBER 12, 2025

January 9, 2026

Rachel Christopher with the Lincoln MPO and Lincoln Lancaster Planning and Development Service Department, 555 S. 10th Street came forward and stated that this item is a revision to the most recent TIP amendment. This amendment had included, among other things and inclusion for informational purposes of our federal PL planning funds on an annual basis. We had processed this amendment, and it had been voted on by our committees and moved onto NDOT and the Federal Highway Administration for review and approval. At this point, they let us know their preference was to not show these funds in the TIP. It was stated that it is not a requirement, so we are conforming to their preference and taking a portion of the amendment out. This was going to go under the transportation planning section, so we are asking for action today on a revised resolution, to send back for approval.

Vest asked if this in anyway affects the funding itself, that we are aware of.

Christopher responded, no. The transportation planning activities section includes some things we've shown just as informational. This will not affect funding and was only intended for public transparency.

ACTION:

Vest called for a motion to approve and was moved by Schulte; seconded by Mayor Leirion Gaylor Baird; motion carried 6-0. Beckius, Huff, Vest, Schulte, Washington and Mayor Leirion Gaylor Baird voting 'yes'.

CONSENT AGENDA (PUBLIC HEARING AND ACTION)

a. Review and action on revisions to the FY 2026 Unified Planning Work Program (UPWP)

January 9, 2026

- i. Include updated funding amounts for FTA Section 5303 in the Transit Planning Work Program

b. Review and action on revisions to the FY 2026-2029 Transportation Improvement Program (TIP)

- i. State of Nebraska Department of Transportation program:

1. District 1 Dynamic Message Signs (DMS) Retrofit – revise funding source for Construction/Construction Engineering phase in FY 2026

2. I-180, I-80 - Cornhusker Highway – note project as “UNDER CONTRACT” and reprogram funds from FY 2026 to Historical years
- c. Lancaster County Engineering program:
 - i. 98th Street, A Street to O Street – reprogram Right-of-Way/Utilities phase from Historical Years to FY 2026
 - ii. S. 68th Street, Firth Road to Stagecoach Road – reprogram Right-of-Way/Utilities phase from Historical Years to FY 2026 and convert a portion of Surface Transportation Block Grant funding for the Construction/Construction Engineering phase to Advanced Construction
 - iii. Arbor Road Bridge Replacement – reprogram Right-of-Way phase from Historical Years to FY 2026
 - iv. Fletcher Avenue, 84th Street to 148th Street – increase cost for the Right-of-Way/Utilities phase and reprogram from Future Years to FY 2026, increase cost for the Construction/Construction Engineering phase and reprogram from Future Years to FY 2028, and reflect award of U.S. Housing and Urban Development Department Community Project Funding
- iii. Lincoln Transportation and Utilities – Transportation program:
 1. A Street 6th to 17th – add a Right-of-Way phase in FY 2026
- iv. Pedestrian, Bike and Trails program:
 1. Rock Island Trail Undercrossing at Old Cheney Road – reprogram Right-of-Way/Utilities phase from Historical Years to FY 2026
 2. Beal Slough Trail Project – reprogram Construction and Construction Engineering phases from Historical Years to FY 2026

Christopher asked Merfeld to read the items included in the consent agenda listed above.

Vest asked if there were any questions or comments about the agenda items

There were no questions or comments to the agenda

ACTION:

Vest called for a motion to approve and was approved by Beckius ; seconded by Schulte and motion carried 6-0. Beckius, Huff, Vest, Schulte, Washington and Mayor Leirion Gaylor Baird voting ‘yes’.

Vest mentioned there was no need to discuss item 4

REVIEW AND ACTION ON REVISIONS TO THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

January 9, 2026

Christopher stated that there are a couple of additional amendments to the four year TIP and 2 projects that would be removed from TIP simply because the scheduling has been significantly delayed to approximately 2030. It is the preference of NDOT to just take those out of the TIP, given the significant delay. These projects are for intersection improvements in Emerald and for a R-Cut improvement on US 77. They would both be removed.

Schulte asked what does an R-Cut mean?

Christopher responded an R-Cut is a restricted crossing U-turn. It is intended to make left turns safer. If you are trying to go left, you will actually make a right turn and go down to a median which will direct you to make a U-turn a little further down the intersection.

Vest asked where is this located?

Christopher commented that this one is south of town

Vest said maybe on Highway 2

Huff responded that it most likely has to do with safety. It's a technique and treatment used at various locations across the state. One of the most successful ones is near Humphrey Nebraska. It is on US 81. There is a cross street with numerous lanes to cross. This causes people to get caught in the far lane and high speed traffic. Too many decisions to make at a high speed. This eliminates movements from side streets. It looks like a long roundabout, and it splits decisions into multiple locations. There is one by Palmyra.

Schulte mentioned that this action isn't removing it but just taking it off for the next 3 to 5 years.

Huff responded he did not know what caused the delay

Christopher stated that it is pretty far out for the 4-year TIP so that is why they decided to remove it.

Schulte replied that it is the escalating costs involved. It could also be that there is going to be a multi 18-month detour area for 68th Street. The kids of Norris will be going through the detour on 68th Street. Are we looking for a motion?

ACTION:

Vest called for a motion to approve and was approved by Schulte; seconded by Washington; motion carried 6-0. Beckius, Huff, Vest, Schulte, Washington and Mayor Leirion Gaylor Baird voting 'yes'.

OTHER TOPICS FOR DISCUSSION:

Paul Barnes with the Lincoln MPO and Lincoln Lancaster County Planning and Development Service Department came forward with updates to the 2050 Long Range Transportation and Lincoln Mobility Plan. This MPO meeting was moved from December, and the next meeting on February 10 will have some more detailed information about phase one. Our public engagement wrapped up at the end of 2025. We had a robust engagement for both the Long Range Transportation Plan and the Mobility Plan. The City and County Comprehensive Plan is also being updated. Along with this process we held a number of community events and attended several festivals and trunk or treats. There were over 2000 points of contact on 9 platforms. There is a ton of good data that is being analyzed now with the help of our consultant team. There are also some spots that need more focus and engagement efforts to get more input from the community. The next step is the funding and getting the baseline numbers up to date. These will be used for projections to the year 2050. There is an update on a couple of plans that were approved for bicycle and pedestrian facilities. We will be bringing those goals forward and looking at gaps in the system with incorporating the bike and pedestrian route. There will also be another phase of engagement which will include an open house April 1, 2026. The February meeting will have more detailed information regarding this event.

Vest asked where the open house will be located?

Barnes responded that the next phase will be at the Kindler Hotel in the ballroom space. The first open house was held at Culler Middle School, and this next one will

be downtown. The final open house will be at the Auld Pavillion. We are more than happy to come speak to any community groups. We are always willing to share what we are doing and receive input from people across the community and county.

Washington replied that the mobility plan includes bike, pedestrian, and transit, can you describe about how much transit planning is involved and out away from current routes?

Barnes responded that we are not looking at rerouting the current transit routes; that would be done with the transit development plan led by Star Tran and FTA. We are overlaying layers of data and current transit routes and adding a buffer of a quarter to half a mile and locating areas that we call mobility nodes. We are looking at areas where transit access, trails, and connected sidewalks overlap. The process is also incorporating land use that support activities for active transportation. Changing of transit routes would be done separately. Past plans have concentrated on more dense areas. We have left out growth areas on the edge of the City. So we are pulling these into this process and areas that are on the edge of these hubs.

Washington asked if they will identify where the gaps are?

Barnes agreed that that is what they are trying to do.

Christopher noted that there would be more detail on all of these projects at the next meeting.

PUBLIC COMMENT:

Barnes introduced Mia Haschenburger to the committee as a new employee on the Planning and Development Services team.

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.

There was no public comment.

The motion was made to adjourn by Vest; approved by Beckius; seconded Washington; motion carried 6-0. Beckius, Huff, Vest, Schulte, Washington and Mayor Leirion Gaylor Baird voting "yes".

There being no further business, the meeting adjourned at 2:25 pm.

https://linclanc.sharepoint.com/sites/PlanningDept-MPO/Shared Documents/MPO/Officials Committee/Minutes/2024-2025/091225.docx

Lincoln MPO Officials Committee Agenda Summary

AGENDA ITEM NO.	2
MEETING DATE	February 10, 2026
REQUEST	VOTE: Election of the Officials Committee Officers
ASSOCIATED MEETINGS	None
STAFF CONTACT	Rachel Christopher, Lincoln MPO, rchristopher@lincoln.ne.gov , 402-441-7603

RECOMMENDATION: NOMINATE AND ELECT THE OFFICIALS COMMITTEE OFFICERS

BACKGROUND

The Chair and Vice-Chair serve as the officers of the Officials Committee for the Lincoln Metropolitan Planning Organization (MPO). [Article II of the Officials Committee bylaws](#) specifies that the Chair and Vice-Chair shall be elected annually from the members of the Officials Committee with one officer position filled by a representative from the City of Lincoln and one officer position filled by a representative from Lancaster County.

SUMMARY OF REQUEST

Past practice of the MPO Officials Committee has been to alternate the Chair and Vice-Chair positions between City and County officials. If this practice is continued, a member of the County Board would assume the Chair and a member of the City Council would assume the Vice-Chair.



Lincoln MPO Officials Committee Agenda Summary

AGENDA ITEM NO.	3
MEETING DATE	February 10, 2026
REQUEST	VOTE: Review and action on revisions to the FY 2026 Unified Planning Work Program and revisions to the FY 2026-2029 Transportation Improvement Program
ASSOCIATED MEETINGS	The MPO Technical Committee recommended approval of this item at their meeting on January 14, 2026
APPLICANT(S)	UPWP Amendment - Rachel Christopher, rchristopher@lincoln.ne.gov , 402-441-7603 TIP Amendment - June Weyers, NDOT Transit, june.weyers@nebraska.gov , 402-479-3680
STAFF CONTACT	Rachel Christopher, rchristopher@lincoln.ne.gov , 402-441-7603
LINK TO MAP	None

RECOMMENDATION: APPROVE THE CONSENT AGENDA

BACKGROUND

Unified Planning Work Program

The Unified Planning Work Program (UPWP) incorporates all federal assisted state, regional, and local transportation planning activities proposed to be undertaken in the region from July 1, 2025 through June 30, 2026. 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 2026 UPWP](#) was adopted by the MPO Officials Committee on May 2, 2025 and went into effect on July 1, 2025.

Transportation Improvement Program

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 [FY 2026-2029 TIP](#) was adopted by the MPO Officials Committee on May 2, 2025 and went into effect on October 1, 2025.

SUMMARY OF REQUEST

Unified Planning Work Program

The proposed amendment to the UPWP would transfer \$18,403 (PL funds - \$14,722, Local funds - \$3,681) from Metropolitan Transportation Planning Activity 6500 to Transportation System Planning Activity 6600. The reason for the transfer is to ensure sufficient funds are available in Activity 6600 for consultant and staff costs of updating the Travel Demand Model.

In addition, Section 5303 carryover funds from FY 2025 would be added to the Transit Planning Program FY 2026 amounts. Section 5303 funds are used by StarTran for metropolitan transit planning activities. Carryover from the previous year may be requested on an annual basis. The carryover amount from 2025 that would be added to the program is \$40,554. If authorized, a supplemental Section 5303 Agreement for StarTran would be processed.

Transportation Improvement Program

The proposed Amendment No. 3 to the FY 2026-2029 TIP includes the following revisions. The proposed changes are attached. They reflect revisions to Section 5310 funds through the Federal Transit Administration (FTA). Section 5310 is a formula-based funding program for capital vehicle expenses that assist local private non-profit and certain public agencies in delivering transportation to the elderly and disabled. The Nebraska Department of Transportation administers the 5310 program funds allocated to the Lincoln Metropolitan Area with oversight by the MPO. FTA considers funds obligated once they are formally put into a grant agreement and can then be removed from the TIP.

- Federal Transit Administration Section 5310/5311 program:
 - Madonna-Lincoln project – Remove project as funds have been awarded.
 - Section 5310 Program – FY 2023 Allocation – Remove project as funds are now in Grant NE-2025-007 awarded 4/16/2025.
 - Section 5310 Program – FY 2024 Allocation – Reprogram funds to FY 2026 and update funding amount. All but \$15,806 is in Grant NE-2025-007 awarded 4/16/2025.
 - Section 5310 Program – FY 2025 Allocation – Reprogram funds to FY 2027 and update funding amount to reflect full year apportionment.

CONFORMANCE WITH 2050 LONG RANGE TRANSPORTATION PLAN

The proposed TIP amendment affects existing projects in the TIP, which were previously

determined to be in conformance with the LRTP.

CONGESTION MANAGEMENT CONSIDERATIONS

The proposed TIP amendments affect existing projects in the TIP. Therefore, no congestion management review is required.

BUDGET CONSIDERATIONS

The proposed TIP revisions can be accommodated within a fiscally constrained program.

ACTIVITY REFERENCE CHART

WORK PROGRAM FOR CONTINUING TRANSPORTATION PLANNING IN THE LINCOLN METROPOLITAN AREA: FY 2026

Activity Number	Activity	Agency Primarily Responsible*	Estimated Activity Costs		
			PL Fund	Local	Total
			(80%)	(20%)	(100%)
			74,535	18,634	93,169
Administrative and Management Activities – 6100					
6110	General Program Administration and Coordination	LLPD			
6120	Certification of Transportation Planning Process	LLPD, LTU, TA			
6130	Unified Planning Work Program	LLPD, LTU, TA			
6140	PL Fund Grant Administration	LLPD, LTU			
6150	Professional Development, Education and Training	LLPD, LTU			
Interagency and Public Outreach Activities – 6200			36,586	9,147	45,733
6210	Transportation Planning-Related Committees	LLPD, LTU			
6220	Public Participation Program	LLPD			
6230	Transportation Reports	LLPD			
6240	Website Management and Enhancement	LLPD			
Data Development, Monitoring & Evaluation – 6300			145,696	36,424	182,120
6310	Geographic Information Systems (GIS)	LLPD, LTU, TA			
6320	Demographic Database Update	LLPD			
6330	Land Use Database Update and Maintenance	LLPD, LTU, LCE			
6340	Community Involvement	LLPD, LTU, TA			
6350	Census Planning Activities (CTPP)	LLPD			
6360	Transportation System Data Monitoring & Collection	LLPD, LTU, LCE			
Short Range Planning and Programming – 6400			89,999	22,500	112,499
6410	Transportation Improvement Program (TIP)	LLPD, LTU, LCE, TA			
	Financial Resources Develop and Program				
6420	Phasing	LLPD, LTU, LCE, TA			
6430	Enhanced Mobility FTA Grant Programs	LLPD, LTU, LCE, TA			
6440	Transportation Facilities and Site Plan Review	LLPD, LTU, LCE, TA			

Activity Number	Activity	Agency Primarily Agency	Estimated Activity Costs		
			PL Fund	Local	Total
			(80%)	(20%)	(100%)
			<u>763,707</u>	<u>190,927</u>	<u>954,634</u>
			<u>748,985</u>	<u>187,247</u>	<u>936,232</u>
Metropolitan Transportation Planning – 6500					
6510	Long Range Transportation Plan Review, Evaluation and Update and Coordination with Comprehensive Planning Activities	LLPD, LTU, LCE, TA			
6520	Subarea Planning and Corridor Studies	LLPD, LTU, LCE, TA			
6530	Multi-modal Planning	LLPD, LTU, LCE, TA			
6540	Goods and Freight Movement Planning	LLPD, LTU, LCE, TA			
6550	Policy Studies and Regulation Review	LLPD, LTU, LCE, TA			
Transportation System Planning – 6600					
6610	Transportation Model Development & Maintenance	LLPD, LTU, LCE, TA			
6620	Congestion Management Process (CMP)	LLPD, LTU, LCE, TA			
6630	Intelligent Transportation System (ITS) System Management, Operations and Coordination	LLPD, LTU, LCE, TA			
6640		LLPD, LTU, LCE, TA			
MPO PROGRAM TOTALS			\$1,278,338	\$319,586	\$1,597,924
			(80%)	(20%)	(100%)

September February 2025

* Agency Abbreviation Key:

LLPD – Lincoln/Lancaster County Planning Department

LTU – Lincoln Transportation and Utilities Department

LCE – Lancaster County Engineering

TA – Transit Agency

Program Funding Summary Table

TRANSIT PLANNING PROGRAM FUNDING SUMMARY FY 2026

	FTA Section 5303	FTA Section 5307	City of Lincoln	TOTALS
Section 5303	\$219,572 \$260,126	\$0	\$54,893 \$65,031	\$274,465 \$325,157
Section 5307	\$0	\$68,581	\$17,145	\$85,726
TOTALS	\$219,572 \$260,126	\$68,581	\$72,038 \$82,176	\$360,191 \$410,883

Raymond Grauf (2025)

Note: Carryover Section 5303 funds from previous Fiscal Year 2025 were added in the amount of \$40,554. The 5307 portion is unchanged from last year.

TRANSIT PLANNING PROGRAM
FUNDING BY TASK
FY 2026

Task	FEDERAL DOLLARS		CITY MATCH		Total
	Section 5303	Section 5307	Section 5303	Section 5307	
44.21.00 Program Support & Administration	<u>\$65,871</u> <u>\$103,321</u>	\$20,574	<u>\$16,468</u> <u>\$25,830</u>	\$5,143	<u>\$108,056</u> <u>\$154,868</u>
44.22.00 General Development/Comprehensive Planning	<u>\$5,489</u> <u>\$8,593</u>	\$1,852	<u>\$1,372</u> <u>\$2,148</u>	\$463	<u>\$9,176</u> <u>\$13,056</u>
44.23.02 Long Range Transportation Planning	\$16,687	\$5,198	\$4,172	\$1,299	\$27,356
44.24.00 Short Range Transportation Planning	\$93,979	\$29,312	\$23,495	\$7,329	\$154,115
44.25.00 Transportation Improvement Program	\$5,489	\$1,852	\$1,372	\$463	\$9,176
44.27.00 Other Activities	\$32,057	\$9,793	\$8,014	\$2,448	\$52,312
TOTALS	<u>\$219,572</u> <u>\$260,126</u>	\$68,581	<u>\$54,893</u> <u>\$65,031</u>	\$17,145	<u>\$360,191</u> <u>\$410,883</u>

Raymond Grauf (2025)

Note: Carryover Section 5303 funds from previous Fiscal Year 2025 were added in the amount of \$40,554 were applied to Tasks 44.21.00 and 44.22.00. The 5307 portion is unchanged from last year.



Amendment No. 3 to the FY 2026-2029 Transportation Improvement Program (TIP)

Federal Transit Administration Section 5310/5311 Program:

[Link to TIP Program Page](#)

The following changes are proposed:

Lead Agency	Project	Project No.	Control No.	Description of Revisions
NDOT	Madonna-Lincoln	N/A	N/A	Remove from TIP as funds have been awarded.
NDOT	Section 5310 Program: FY 2023 Allocation	N/A	N/A	Remove from TIP as funds have been awarded.
NDOT	Section 5310 Program: FY 2024 Allocation	N/A	N/A	Reprogram funds to FY 2026 and update funding amount to \$15,806 reflective of partial award.
NDOT	Section 5310 Program: FY 2025 Allocation	N/A	N/A	Reprogram funds to FY 2027 and update funding amount to \$366,076 reflective of the full year apportionment for FY 2025.



Lincoln MPO Officials Committee Agenda Summary

AGENDA ITEM NO.	5
MEETING DATE	February 10, 2026
REQUEST	VOTE: Review and action on revisions to the FY 2026-2029 Transportation Improvement Program
ASSOCIATED MEETINGS	The MPO Technical Committee recommended approval of this item at their meeting on January 14, 2026
APPLICANT(S)	Larry Legg, LLegg@lancaster.ne.gov , 402-441-1852 and Thomas Shafer, TShafer@lincoln.ne.gov , 402-441-7711 Alex Duryea, ADuryea@lincoln.ne.gov , 402-441-1652
STAFF CONTACT	Rachel Christopher, rchristopher@lincoln.ne.gov , 402-441-7603
LINK TO MAP	Saltillo Intersection Improvements Rock Island Trail Undercrossing at Old Cheney Road Rock Island Trail Widening

RECOMMENDATION: APPROVE THE AMENDMENT TO THE TRANSPORTATION IMPROVEMENT PROGRAM

BACKGROUND

The Transportation Improvement Program (TIP) is the region's short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next four-year period. The [FY 2026-2029 TIP](#) was adopted by the MPO Officials Committee on May 2, 2025 and went into effect on October 1, 2025.

SUMMARY OF REQUEST

The proposed Amendment No. 3 to the FY 2026-2029 TIP includes the following revisions. The proposed changes are attached.

- Lancaster County Engineering program
 - Saltillo Intersection Improvements – Add project and program federal funds. This project would create a new second phase project for improvement of Saltillo Road for additional roundabouts at 38th, 47th and 65th Streets. Proposed funding is in FY 2026. The first phase of the Saltillo

Road project already in the TIP would be funded with federal Highway Safety Improvement Funds (HSIP) and County match. The new second phase would be cost-shared between the City of Lincoln and Lancaster County.

- Pedestrian, Bike and Trails program – Both projects will be funded with Congestion Management and Air Quality (CMAQ) funds with a local match. Due to rising costs, the undercrossing project is prioritized for the limited available funds, resulting in a shift of some CMAQ funds to the undercrossing. Additional funding for construction of the widening project will be sought in the future.
 - Rock Island Trail Undercrossing at Old Cheney Road – Reprogram Construction/CE costs from FY 2026 to FY 2027, increase funding amounts for the same phase, and update project description
 - Rock Island Trail Widening - A Street to Boosalis Trail – Reprogram Construction/CE costs from FY 2026 to FY 2027 and reduce funding amounts for the same phase

CONFORMANCE WITH 2050 LONG RANGE TRANSPORTATION PLAN

The proposed TIP amendment primarily affects existing projects in the TIP, which were previously determined to be in conformance with the LRTP. The Saltillo Intersection Improvements project is being added as a separate listing in the TIP but is associated with the existing programmed project for Saltillo Road, 27th to 68th Streets.

CONGESTION MANAGEMENT CONSIDERATIONS

The proposed TIP amendment affects existing projects in the TIP. Therefore, no congestion management review is required.

BUDGET CONSIDERATIONS

The proposed TIP revisions using MPO federal formula funding can be accommodated within a fiscally constrained program.

Lancaster County Engineering Program:[Link to TIP Program Page](#)

The following changes are proposed:

Lead Agency	Project	Project No.	Control No.	Description of Revisions
Lancaster County Engineering	Saltillo Intersection Improvements	N/A	N/A	Add new project and program federal funds. This project would create a new second phase project for improvement of Saltillo Road for construction of roundabouts at 38 th , 47 th and 65 th Streets. Proposed funding is in FY 2026 in the amounts of \$300,000 Lancaster County funds (CO) for Preliminary Engineering, Lincoln MPO Surface Transportation Block Grant funds (LC) of \$80,000 and \$20,000 CO for ROW/Utilities, and in FY 2027 \$2,400,000 LC and \$600,000 CO for Construction/Construction Engineering for a total project cost of \$3,400,000. Project miles 0.7.

Pedestrian, Bike and Trails Program:[Link to TIP Program Page](#)

The following changes are proposed:

Lead Agency	Project	Project No.	Control No.	Description of Revisions
Lincoln Transportation and Utilities	Rock Island Trail Undercrossing at Old Cheney Road	CRP-55(197)	13581	Reprogram Construction/Construction Engineering costs from FY 2026 to FY 2027 and increase funding amounts for the same phase from \$1,162,000 Congestion Management and Air Quality (CMAQ) and \$402,800 City of Lincoln (LN) to \$2,783,200 CMAQ and \$695,800 LN. Update project description to reflect lead agency of Lincoln Transportation and Utilities instead of Lincoln Parks and Recreation.
Lincoln Parks and Recreation	Rock Island Trail Widening - A Street to Boosalis Trail	CRP-55(198)	13583	Reprogram Construction/Construction Engineering costs from FY 2026 to FY 2027 and decrease funding amounts for the same phase from \$1,830,00 CMAQ and \$457,700 LN to \$658,880 CMAQ and \$164,720 LN.



Lincoln MPO Officials Committee Agenda Summary

AGENDA ITEM NO.	6
MEETING DATE	February 10, 2026
REQUEST	VOTE: MPO Federal Performance Measures and Targets
ASSOCIATED MEETINGS	The MPO Technical Committee recommended approval of this item at their meeting on January 14, 2026
STAFF CONTACT	Rachel Christopher, Lincoln MPO, rchristopher@lincoln.ne.gov , 402-441-7603

RECOMMENDATION: APPROVE TO SUPPORT THE NDOT PERFORMANCE TARGETS FOR SAFETY

BACKGROUND

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

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

As new targets are adopted by NDOT and StarTran, the MPO adopts to support those targets as the MPO's targets. Updates to the federal performance measures are

monitored by MPO staff and changes or updates to the MPO targets will be reported to the Lincoln-Lancaster Planning Director and the MPO Technical Committee Tri-Chairs.

SUMMARY OF REQUEST

Updated targets have been adopted by NDOT for safety performance measures (PM1). The MPO proposes to adopt to support NDOT's targets. The targets for PM1 are revised and adopted annually. It is important to note that these targets represent statewide figures/goals.

Safety Performance Measures (PM1) targets for CY 2026:

- Number of fatalities
- Rate of fatalities
- Number of serious injuries
- Rate of serious injuries
- Number of non-motorized fatalities and serious injuries

Enclosed is a memo to the Tri-Chairs dated December 30, 2026. The memo includes the changes and updates to performance targets set by NDOT for PM1.

POLICY CONSIDERATIONS

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

BUDGET CONSIDERATIONS

The MPO is not at risk of losing funding if these performance measures targets are not met.



Memo

DATE: December 30, 2025
TO: Lincoln MPO Technical Committee Tri-Chairs
FROM: Rachel Christopher, Transportation Planner
SUBJECT: Update on Lincoln MPO Federal Performance Measures and Targets

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

Background

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

FHWA Performance Measures

Safety (PM1)

- Number of fatalities
- Rate of fatalities
- Number of serious injuries
- Rate of serious injuries
- Number of non-motorized fatalities and serious injuries

Infrastructure Condition (PM2)

- Percentage of pavements on the Interstate System in good condition
- Percentage of pavements on the Interstate System in poor condition
- Percentage of pavements on the non-Interstate National Highway System (NHS) in good condition
- Percentage of pavements on the non-Interstate (NHS) in poor condition
- Percentage of NHS bridges classified as in good condition
- Percentage of NHS bridges classified as in poor condition

System Performance (PM3)

- Percent of person-miles traveled on the Interstate System that are reliable
- Percent of person-miles traveled on the non-Interstate NHS that are reliable
- Truck Travel Time Reliability (TTTR) Index
- Annual hours of peak hour excessive delay per capita*
- Percent of non-single occupancy vehicle (non-SOV) travel*
- Total emissions reduction [not applicable to Nebraska]

FTA Performance Measures

Transit Asset Management

- Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB)
- Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB
- Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale
- Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile [not applicable to Nebraska]

Safety

- Fatalities: Total number of reportable fatalities and rate per 100,000 VRM
- Injuries: Total number of reportable injuries and rate per 100,000 VRM
- Safety Events: Total number of reportable events and rate per 100,000 VRM
- System Reliability: Mean (or average) revenue miles of service between major mechanical failures

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

Action by the Lincoln MPO

State DOTs and MPOs annually establish targets for the FHWA safety performance measures (PM1). In February 2025, the Lincoln MPO adopted to support the NDOT safety performance targets for CY 2025. Updated PM1 targets have been adopted by NDOT for CY 2026.

For the FHWA performance measures for infrastructure condition and system performance (PM2 and PM3), state DOTs and MPOs are required to establish 4-year targets. Additional coordination is required between state DOTs and MPOs if a State adjusts its 4-year target at the midpoint of the performance period. In February 2023, the Lincoln MPO adopted to support the NDOT infrastructure condition targets and system performance targets for CY 2022-2025. Several of the 4-year targets were adjusted and adopted by the MPO. The Lincoln MPO will reflect adopted FHWA performance measure targets in the TIP on its annual cycle and the LRTP on its five-year cycle.

Public transportation agencies and MPOs annually establish targets for the FTA TAM performance measures and safety performance measures. In November 2018, the Lincoln MPO adopted to support the StarTran TAM performance targets for Federal Fiscal Year (FFY) 2019 as established on January 1, 2017 and published in the StarTran Transit Asset Management Plan of September 27, 2018. The Lincoln MPO previously adopted to support the StarTran safety performance measures targets in November 2020, which are shown in its Public Transportation Agency Safety Plan of July 2020. The target for each performance measure was established as a trend rather than a specific numeric value. Across each measure, the target is to demonstrate an incremental improvement over an established baseline calculated from a recent five-year experience in each category. StarTran seeks annual improvements over a baseline which is set as the averages of the performance measures over a five-year period. The current performance measures, baselines and targets are established in the 2022 StarTran Transit Asset Management Plan and 2023 StarTran Public Transportation Agency Safety Plan.

When StarTran updates its TAM and safety performance measures targets and notifies the MPO of the updated targets, the MPO adopts to support the StarTran targets at the next opportunity.

Targets for Performance Measures

NDOT Targets

Safety (PM1)

Table 1 shows the NDOT annual targets for safety (PM1) from calendar years 2022 through 2026. NDOT submitted their proposed safety target for 2022-2026 to FHWA in August 2025. The targets are based on 5-year rolling averages that end the year prior to the year in which targets were established and are compared against an actual performance period (noted in the table below) for the 5-year average ending in the year for which the targets were established.

TAKEAWAYS

- The CY 2026 targets for number of fatalities and non-motorized fatalities and serious injuries were selected based on a National Highway Traffic Safety Administration requirement to show constant or improved performance.
- The CY 2026 target for fatality rate was selected based on a reduction of the current increasing trend by 1%.

NEW

Table 1: NDOT Statewide Targets for Safety (PM1)

Performance Measures	CY 2022 Target (2018-2022)	CY 2023 Target (2019-2023)	CY 2024 Target (2020-2024)	CY 2025 Target (2021-2025)	CY 2026 Target (2022-2026)
Number of fatalities	≤249.0	≤254.0	≤234.0	≤233.0	≤235.0
Rate of fatalities	≤1.270	≤1.300	≤1.120	≤1.120	≤1.120
Number of serious injuries	≤1,358.0	≤1,319.0	≤1,168.0	≤1,155.0	≤1,183.0
Rate of serious injuries	≤6.323	≤6.044	≤5.539	≤5.487	≤5.357
Number of non-motorized fatalities and serious injuries	≤121.4	≤117.8	≤96.8	≤106.0	≤113.0

 Target Met

 Target Not Met

Infrastructure Condition (PM2)

Table 2 shows the NDOT 4-year targets for infrastructure condition (PM2) for a performance period of 2022 to 2025. In addition, it shows NDOT's adjustments to one of their 4-year targets. Adjustments may be made at the 2-year point, halfway through the four-year performance period. The actual statewide values in 2023 met the targets, with the exception of the one performance measure being adjusted.

The only 4-year target that was adjusted under PM2 was the percentage of pavements on the Interstate System in good condition.

TAKEAWAYS

- NDOT reports that during this period, there were significant changes to their pavement collection and processing technology, which resulted in a large reduction in the pavement condition not due to the natural deterioration of pavement but to an increase in the precision of their measurements.
- Therefore, the adjusted target was reduced to account for the reduced actual pavement condition.

Table 2: NDOT Statewide Targets for Infrastructure Condition (PM2)

Performance Measures	4-Year Target (2022-2025)	Adjusted 4-Year Target (2022-2025)	Statewide Actual (2023)
% of pavements on the Interstate System in good condition	≥65%	≥50.0%	59.3%
% of pavements on the Interstate System in poor condition	≤5%	N/A	1.0%
% of pavements on the non-Interstate NHS in good condition	≥40%	N/A	42.9%
% of pavements on the non-Interstate (NHS) in poor condition	≤10%	N/A	3.8%
% of NHS bridges classified as in good condition	≥55%	N/A	59.5%
% of NHS bridges classified as in poor condition	≤10%	N/A	2.3%

 Target Met

 Target Not Met

System Performance (PM3)

Table 3 shows the NDOT targets for system performance (PM3) for a performance period of 2022 to 2025 along with the actual statewide values from 2023. In addition, it shows NDOT's adjusted 4-year targets for all three performance measures under PM3. As with PM2, adjustments may be made at the halfway point of the performance period.

TAKEAWAYS:

- The first adjusted target was for percentage of person-miles traveled on the Interstate System that are reliable. With a combination of increased VMT and increased ridership and construction projects during the past two years in the Omaha metro area, NDOT's initial target marginally missed the mark. The adjusted target was based on an analysis of more recent Interstate reliability performance from the years 2018 – 2023 and incorporated additional data on gas consumption, population growth, tax revenues, and VMT.
- The second adjusted target was for percentage of person-miles traveled on the non-Interstate NHS that are reliable. While the initial target was met, NDOT reports that as VMT increased in 2022 and 2023, non-Interstate reliability dipped. The adjustment of Nebraska's 4-year target from 92.0% to 85.0% is based on trend analyses between 2018 and 2023 performance. NDOT believes a reduced target will better represent current ridership and reliability.
- The third adjusted target was for the Truck Travel Time Reliability index, which considers congestion at truck freight bottlenecks throughout the State. A lower index figure is associated with more reliable travel times. The 2023 State Freight Plan Update indicates statewide truck volumes will continue to increase. Even with existing supply chain constraints and labor shortages, brought about during the COVID-19 era, decreases in overall freight traffic appear to have been temporary. The adjustment of Nebraska's 4-year target from 1.20 to 1.25 is based on trend analyses of performance between 2018 and 2023. By adjusting the performance target to 1.25, NDOT can work to ensure that Nebraska's freight corridors are reliable while measuring against an accurate target.

Table 3: NDOT Statewide Targets for System Performance (PM3)

Performance Measures	4-Year Target (2022-2025)	Adjusted 4-Year Target (2022-2025)	Statewide Actual (2023)
% of person-miles traveled on the Interstate System that are reliable	≥98.5%	≥96.0%	97.9%
% of person-miles traveled on the non-Interstate NHS that are reliable	≥92.0%	≥85.0%	92.4%
Truck Travel Time Reliability Index	≤1.20	≤1.25	1.15

 Target Met

 Target Not Met

StarTran Targets

Transit Asset Management

A capital asset is considered to be in a State of Good Repair (SGR) when it is able to operate at a full level of performance. This means the asset:

1) Is able to perform its designed function; 2) Does not pose a known and/or unacceptable safety risk (Condition); and 3) Its lifecycle investments have been met or recovered. **Table 4** shows the StarTran annual targets for TAM for fiscal years 2021 through 2023.

TAKEAWAYS:

- For FY 2021, the actual values for the rolling stock: paratransit category and the equipment: non-revenue service vehicle category (automobile) exceeded the target values.
- For FY 2022, the actual value for the equipment: non-revenue service vehicle category (other support vehicle) exceeded the target value.

Table 4 - StarTran Targets for TAM

Asset Category	Asset Class	ULB*	Measure	FY 2021 Targets	FY 2021 Actual	FY 2022 Targets	FY 2022 Actual	FY 2023 Targets
Rolling Stock: FR Bus	Bus	15 years	% of fleet exceeds ULB	25%	7%	25%	4.5%	4.5%
Rolling Stock: SR Paratransit	Paratransit Van	6 years	% of fleet exceeds ULB	25%	29%	25%	25%	25%
Equipment: Non-Revenue Service Vehicle	Automobile	10 years	% of fleet exceeds ULB	10%	33%	10%	0%	0%
Equipment: Non-Revenue Service Vehicle	Other Support Vehicle	15-20 years	% of fleet exceeds ULB	0%	0%	0%	50%	50%
Facility: StarTran Administration, Bus Storage, and Maintenance	Admin & Maint	40 years	% of StarTran owned facilities rated less than 3.0 on FTA TERM scale	0%	0%	0%	0%	0%
Facility: Parking Facilities	Admin & Maint	40 years	% of StarTran owned facilities rated less than 3.0 on FTA TERM scale	0%	0%	0%	0%	0%

* ULB – Useful Life Benchmark

 Target Met

 Target Not Met

Safety

Tables 5 and 6 show the StarTran safety performance baseline and targets for fixed route and paratransit. StarTran will seek annual improvements over a 2020-2023 baseline from 2023 through 2026.

TAKEAWAYS:

- For 2023, the majority of values for both fixed route and paratransit met the targets.

Table 5: StarTran Targets for Fixed Route - 2023-2026

Performance Category		2020-2023 Baseline	Target	2023 Value
Fatalities	Total	0.25	0	0
	Rate per 100,000 VRM	0.00	0	0
Injuries (Minor/Major)	Total	0.25	Reduction from baseline	1
	Rate per 100,000 VRM	0.00	Reduction from baseline	.065
Safety Events (Minor/Major)	Total	0.25	Reduction from baseline	1
	Rate per 100,000 VRM	0.00	Reduction from baseline	.07
System Reliability (Minor/Major)	VRM Between Failures (Total)	8,021	Increase from baseline	8,481

 Target Met

 Target Not Met

Table 6: StarTran Targets for Paratransit - 2023-2026

Performance Category		2020-2023 Baseline	Target	2023 Value
Fatalities	Total	0	0	0
	Rate per 100,000 VRM	0	0	0
Injuries (Minor/Major)	Total	0	Reduction from baseline	1.00
	Rate per 100,000 VRM	0	Reduction from baseline	0.16
Safety Events (Minor/Major)	Total	0	0	0
	Rate per 100,000 VRM	0	0	0
System Reliability (Minor/Major)	VRM Between Failures (Total)	41,146	Increase from baseline	29,563

 Target Met

 Target Not Met

Recommendation

Lincoln MPO staff recommends support of the updated targets for the federal performance measures:

- NDOT Safety Targets (PM1)

By supporting the NDOT performance measure targets, the Lincoln MPO is agreeing to plan and program projects in a manner that contributes towards the accomplishment of these targets. The MPO Technical Committee is scheduled to meet on January 15, 2025 and the meeting agenda includes the review and action on MPO targets for FTA safety performance measures.

-Thank you