

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>