



Lincoln Metropolitan Planning Organization

County-City Building
555 South 10th Street - Suite 203
Lincoln, Nebraska 68508
(402) 441-7491

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

Date: August 12, 2026
Time: 2:00 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 8, 2026](#) Technical Committee meeting
2. Consent Agenda (Public Hearing and Action)
 - a. Review and action on revisions to the [FY 2027-2030 Transportation Improvement Program \(TIP\)](#)
 - i. [State of Nebraska Department of Transportation program:](#)
 1. District 1 Dynamic Message Sign (DMS) Replacement – reprogram funds from Historical years to FY 2027
 2. District 1 Dynamic Message Signs (DMS) Retrofit – reprogram funds from FY 2027 to Historical years
 - ii. [Lincoln Transportation and Utilities-Transportation program:](#)
 1. Randolph Street, Capital Parkway to 40th Street – program HUD Economic Development Initiative Community Project Funding in the Construction/Construction Engineering phase in FY 2027
3. Items removed from Consent Agenda

4. [Review and action](#) on revisions to the [2050 Long Range Transportation Plan](#)
 - a. Create a new project group for On-Street Bike Projects in Chapter 7, Fiscally Constrained Plan
5. [Review and action](#) on revisions to the [FY 2027-2030 Transportation Improvement Program \(TIP\)](#)
 - a. State of Nebraska Department of Transportation program:
 - i. Agnew North Bridges – remove project
 - b. Pedestrian, Bike and Trails program:
 - i. Downtown Lincoln Bike Network – add project and program federal funds within a new group listing for On-Street Bike Projects
6. [Review and action](#) on revisions to the [Group Project Listing Administrative Modification Process](#)
7. Other topics for discussion
 - a. Overview of NDOT State Infrastructure Bank and Regional Infrastructure Accelerators (RIA) award
 - b. 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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mpo@lincoln.ne.gov إذا كنت بحاجة إلى معلومات بلغة أخرى، يرجى إرسال بريد إلكتروني

หากคุณต้องการข้อมูลในภาษาอื่น โปรดส่งอีเมล mpo@lincoln.ne.gov

mpo@lincoln.ne.gov ئەگەر پێویستت بە زانیارییە بە زمانێکی تر، تکایە نێمەیل بنێرە

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 8, 2026, 2:00p.m., Conference Room 113, County-City Building, 555 S. 10 th St., Lincoln, NE
MEMBERS AND OTHERS IN ATTENDANCE:	Paul Barnes, David Cary, Rachel Christopher, Mia Haschenburger and Kristi Merfeld, Lincoln/Lancaster County Planning and Development Services Department; Pam Dingman and Larry Legg, Lancaster County Engineering; Stephanie Fisher, City of Waverly; Stephanie Rouse representing Dan Marvin, Urban Development; Kelly Oelke, City of Hickman; Danae Garfield representing Kris Humphrey and Thomas Shafer, Lincoln Transportation and Utilities-Transportation; Carla Cosier, Lincoln Transportation and Utilities-StarTran; Chad Lay, Lincoln Airport Authority; Jarrod Walker and Brandon Varilek, Nebraska Department of Transportation; Gary Bergstrom, Lincoln/ Lancaster County Health Department; Roger Figard, Railroad Transportation Safety District; Alex Duryea, Lincoln Parks and Recreation representing Maggie Stuckey-Ross; and other interested citizens.

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

Cary then requested a motion approving the minutes of the meeting held January 14, 2026. Motion for approval made by Larry Legg, seconded by Kelly Oelke and carried 15-0: Cary, Dingman, Barnes, Cosier, Figard, Fisher, Garfield,

Lay, Legg, Oelke, Rouse, Shafer, Varilek, Walker and Duryea voting 'yes', Bergstrom abstained; Elliott, Biltoft and Stuckey-Ross absent.

PUBLIC HEARING:

April 8, 2026

Members Present: Cary, Dingman, Barnes, Bergstrom, Cosier, Figard, Fisher, Garfield for Humphrey, Lay, Legg, Oelke, Rouse for Marvin, Shafer, Varilek, Walker and Duryea for Stuckey-Ross.

Rachel Christopher with the Lincoln MPO and Lincoln-Lancaster County Planning and Development Services Department, 555 So 10th Street, Lincoln, NE asked Merfeld to read the items that included in the Consent Agenda below.

CONSENT AGENDA (PUBLIC HEARING AND ACTION)

- a. Lincoln Transportation and Utilities – StarTran program: funding adjustments to Historical years, FY 2026 and/or FY 2027 to reprogram historical unused appropriations for the following projects:
 - i. Bus Stop Amenities (Required by FTA)
 - ii. Computer Hardware and Software
 - iii. Security & Enhancements (Required by FTA)
 - iv. Shop Tools/Equipment
 - v. Improvements Buildings/Ground/Land
 - vi. Multimodal Transportation Center
 - vii. Maintenance Facility Construction/Relocation
 - viii. Service Vehicles
 - ix. Revenue Vehicles

Cary asked if there was anything that needs to be removed from the Consent Agenda for additional discussion or changes to be made.

There were no comments or changes to the agenda.

ACTION:

Cary asked for a motion to approve the Consent Agenda.

Figard motioned for approval, Barnes seconded the motion, and the item was carried 16-0; Cary, Dingman, Barnes, Bergstrom, Cosier, Figard, Fisher, Garfield, Lay, Legg, Oelke, Rouse, Shafer, Varilek, Walker and Duryea voting 'yes', Elliott, Biltoft and Stuckey-Ross absent.

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

April 8, 2026

- a. Lancaster County Engineering program
 - i. East Beltway- add program and program funds
- b. Transportation Planning Program
 - ii. Local Road Safety Plan Update & Safe Mobility
Supplemental Action Plan- add project and program
federal fund

Christopher came forward and stated that there were proposed amendments to the TIP, which is the 4 year program of projects in the MPO area. They are both associated with Lancaster County. The first is to add the East Beltway project to the County's program. This project is already in the LTU section for right of way acquisition so it would be adding it for preliminary engineering and design. The funding that will be shown for this is County funds in Fiscal Year 2028 that is hopefully going to be replaced in the future with a federal funds, pending a request for Congressionally Directed Spending through Congressman Flood. This project is being added to assist with that application.

The second new listing is also for the County to reflect their Safe Streets for All grant award for planning in Fiscal Year 2026. This work is going to involve updating their current safety plan so that it fits the definition of a federal safety action plan. They will also be doing a supplemental plan for 168th Street.

ACTION:

Cary asked for a motion on this item.

Fisher moved for approval, seconded by Dingman, and the motion carried 16-0; Cary, Dingman, Barnes, Bergstrom, Cosier, Fisher, Figard, Garfield, Lay,

Legg, Oelke, Rouse, Shafer, Varilek, Walker and Duryea voting 'yes'; Elliott, Biltoft and Stuckey-Ross absent.

REVIEW AND ACTION ON MPO FEDERAL PERFORMANCE MEASURES

AND TARGETS:

April 8, 2026

- a. FTA Safety and Transit Asset Management Performance Measures and Targets

Christopher stated that next we have performance measures under the Federal Transit Administration. They are proposed for adoption by the MPO and these are Star Tran targets set for both Transit Asset Management and Safety. StarTran informs the MPO of adoption of new targets on which we need to take action. These are periodically updated. Carla is going to go into some detail on these.

Carla Cosier, Lincoln Transportation and Utilities-StarTran, 710 "J" Street, Lincoln, NE 68508 noted that we have variety of different federal requirements that we have but are going to talk about these two today. The first one relates to the Public Transportation Agency Safety Plan, a large, federally required plan. We are focusing on the safety targets in the plan. It designates the StarTran Chief Safety Officer and establishes safety-related performance targets and documents from our safety management system. It outlines the process and timeline for our annual plan review and updates. This is the plan that we update every year. First of all, who sets the safety performance targets? There are a bunch of different things we look at, but at the end of the day, it is the transit agency that sets their own safety performance targets based on measurements and metrics from the Federal Transit Administration (FTA). They said we need to utilize a 3-year rolling average of data, a new requirement that came about two years ago. It also requires that we have a subcommittee that reviews and approves these targets as well. We have a City safety committee and the StarTran subcommittee is made up of employees and management. There is also a union representative, so that we have a good mix of frontline employees that are out there seeing some of these safety hazards. The targets are placed in the safety plan and then adopted and approved by the board. There is a StarTran advisory board that reviews and approves and then the safety staff also have to vote and approve these targets as well. Then they are sent off to

the State to coordinate and choose. Last year we had four safety performance measures that the FTA wanted to track and this year there are a lot more to track. The information that is being reported to the FTA shows that there are several areas that we did not meet. It could be because it was not being reported strongly enough and now it is, as the safety culture is continuing to upgrade.

We look at four major events which are accidents, collisions, fires and deaths. There are also pedestrian issues and vehicle issues, and transit worker fatality rates and injuries, transit worker assaults. The rate of assaults on transit workers and assaults is both physical and nonphysical. Then we look at the data for both fixed route and on-demand service. The plan also outlines how we are going to meet these targets. We are working towards increased training, incident review committee hazard and risk mitigation logs that have been implemented for all staff. We use a strategic approach to manage the assets to ensure that they are safe, reliable, and in a state of good repair. To determine these targets, there are targets for both our revenue and non-revenue vehicles. Our facilities show what the goal is for vehicles that have not exceeded their useful life. We take the current number of vehicles that have not met their useful life, the number that are expected to and then the ones we expect to move out to determine if goals are being met for the vehicles. The facilities look at if we have a metric system that once again the FTA has provided for us with a scale from one to five. One does not meet expectations and five is a good state of repair. Our facilities are rating at 3 or higher right now, but will not be in the next couple of years. There is a new transit center coming within the next two years and we are planning for a maintenance facility. Our targets for 2025-2026 are based on vehicles below their useful life. We won't be able to replace all of those, so the goal is to make sure we have less than the required percentage that have exceeded their useful life.

Dingman stated she is surprised to see the life cycle of these and asked if it was that a choice that was made with the equipment and maintenance required?

Cosier replied it is the 15 to 20 years useful life. The FTA gives a minimum and then we can have a longer useful life, if we choose. For buses, the minimum is 12 years and our goal is 15. Part of it is the use we have gotten out of the

vehicle and the funding as to when we can actually replace them. Also, the miles and success we have had with the vehicles and having in-house mechanics to work on these make a difference.

Dingman responded it is interesting to talk about the roads and the underfunding of equipment.

Cary asked for questions or comments and asked whether action needed to be taken.

Christopher replied that yes, this is a proposed action to adopt the Star Tran targets as the MPO targets.

ACTION:

Cary asked for a motion on this item.

Figard moved for approval, seconded by Barnes, and the motion carried 16-0; Cary, Dingman, Barnes, Bergstrom, Cosier, Fisher, Figard, Garland, Lay, Legg, Oelke, Rouse, Shafer, Varilek, Walker and Duryea voting 'yes'; Elliott, Biltoft and Stuckey-Ross absent.

REVIEW AND ACTION ON THE PROPOSED FY 2027 UNIFIED PLANNING

WORKING PROGRAM(UPWP)

APRIL 8, 2026

Christopher stated that this is the first of three annual efforts on today's agenda. Our annual Work Program contains the budget and activities for the MPO and StarTran. It follows the State Fiscal Year from July to June. We work with all the departments and agencies that work on transportation to create the document. There is a lot of work of different kinds in the region to pull this together and this time Mia did a substantial amount of work creating the Work Program. Christopher thanked Mia and mentioned a few of the

activities that are new or ongoing for this year's Work Program. We plan to update the Public Participation Plan for the MPO in 2027. That is going to be to further bring in line with federal policy updates, reference a new language access plan, and revisit the Plan once we are through the Long Range Transportation Plan Update and Mobility Plan efforts. We continue to fund the ClearGov platform for creating the TIP and also plan to continue supporting the Lincoln Vision Zero Action Plan implementation. The county Safe Streets effort will also be supported. A brand new activity is the City of Lincoln awarded Active Transportation Infrastructure Investment Program (ATIIP) grant for Downtown Lincoln bicycle and pedestrian planning and design. There is some preparatory work towards getting a grant agreement for that and will be billing to the PL funds until the grant agreement is done and in place.

Every year the MPO gets an allocation of federal funds through the Federal Highway Administration (FHWA). StarTran also gets the federal planning funds through the FTA. We get a new allocation annually and then there is the ability to carry over unused funds from a prior year. We are carrying funds over again this time around and it is pulling in a new federal allocation of about \$700,000 and unused funds from 2 years prior of around \$633,000. FHWA PL funds are reimbursed at a rate of 80% with a local match of 20%. The new total budget for this year is about \$1.3 million. We are conducting our Long Range Transportation Plan Update and creating a Mobility Plan, which are significant costs that are paid out of this fund. Consultant expenses and staff expenses all go towards that work, and that is why the PL Fund balance is relatively high, although is being spent down very quickly right now.

ACTION:

Cary asked for a motion on this item.

Dingman moved for approval, seconded by Cosier and the motion carried 16-0; Cary, Dingman, Barnes, Bergstrom, Cosier, Fisher, Figard, Garland, Lay, Legg, Oelke, Rouse, Shafer, Varilek, Walker and Duryea voting 'yes'; Elliott, Biltoft and Stuckey-Ross absent.

REVIEW AND ACTION ON THE 2026 SELF-CERTIFICATION REVIEW

April 8, 2026

Christopher stated that this item is an annual certification by the MPO. We are certifying that we meet all of the federal requirements that apply to the MPO. This is a two-page document that is reviewed every year and. The Mayor is authorized to sign it on behalf of the MPO. The Nebraska Department of Transportation will also sign because they oversee the work of the MPO. The regulations include all of the MPO regulations in the Code of Federal Regulations, the Civil Rights Act, the ADA, Clean Air Act, Bipartisan Infrastructure Law, and a few others. We would be asking for the committee to authorize the Mayor to sign this self-certification.

ACTION:

Cary asked for a motion on this item.

Dingman moved for approval, seconded by Rouse and the motion carried 16-0; Cary, Dingman, Barnes, Bergstrom, Cosier, Fisher, Figard, Garland, Lay, Legg, Oelke, Rouse, Shafer, Varilek, Walker and Duryea voting 'yes'; Elliott, Biltoft and Stuckey-Ross absent.

**REVIEW AND ACTION ON THE PROPOSED FY 2027-2030
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

APRIL 8, 2026

Christopher stated that this is a major work item done annually for the Transportation Improvement Program (TIP). Each year as we update the TIP, the four years are shifted forward in time. The proposed document Fiscal Years are 2027-2030. This is a federally required document that is compiled with input from all of the departments. As a reminder, the Lincoln MPO conducts transportation planning and decision-making and we also receive federal funds for transportation. The TIP follows the Federal Fiscal Year from October to September. The TIP is coordinated and ends up being on a similar timeline as the City of Lincoln Capital Improvement Program (CIP) but these are different documents with different fiscal years and the CIP is focused on the City of Lincoln. The projects in the TIP must be consistent with the Long Range Transportation Plan. Projects using federal or state funds must be listed. Also included are regionally significant projects, even if only receiving local funds as those are required for public information and are primarily going to be on arterial streets. There are sections for the State of Nebraska, Lancaster County Engineer, LTU, Airport Authority, FTA, and pedestrian and

bike/trails. We use ClearGov to create the TIP and send an initial draft for agency review. The agencies can then provide any changes like revising, adding, or removing projects. The TIP must be consistent with the LRTP and considered fiscally constrained. This means that the funds are reasonably expected to be available, if we are going to show them. Several projects will be carried over from year to year, because it takes more than a year to complete them. There are also a few new projects each time as well. Before the meeting we met with the a subcommittee of the MPO Technical Committee, which is called the Programming and Funding committee, to have them look over the projects and recommend that they can be moved on. Then it goes to this Committee and on to the Planning Commission on April 15. Four days after that it will be at the Officials Committee for local action. Then it will be sent to the State DOT and then FHWA and FTA to approve the TIP. This approval would be prior to the end of the fiscal year on September 30 to go into effect on October 1.

Christopher demonstrated ClearGov and noted several major projects continuing in this year's TIP. This year, 11 new projects were added, and Star Tran added their Transit Development Plan, which is every 5 to 7 years. The Wilderness Hills Trail project was delayed because the timeline is now past the current TIP. It will be brought back as soon as it is ready. We also took out a couple of completed projects by the Airport Authority. Also new is a section on Revenue Estimates stemming from the MPO federal review recommendation that we received in 2025. The other new piece is a new field called Federal Performance Measure(s) to tie the projects to the goals and performance measures in the Long Range Transportation Plan.

Christopher went on to summarize the new NDOT projects in the TIP.

Cary commented the document is much better than it was a few years ago, a big improvement. There is more information and it is more clear and straightforward.

Christopher replied that it is a nice way to have the data stored.

ACTION:

Cary asked for a motion on this item.

Legg moved for approval, seconded by Figard, and the motion carried 16-0; Cary, Dingman, Barnes, Bergstrom, Cosier, Figard, Fisher, Garfield, Lay, Legg, Oelke, Rouse, Shafer, Varilek, Walker and Duryea voting 'yes'; Elliott, Biltoft and Stuckey-Ross absent.

OTHER TOPICS FOR DISCUSSION:

- a. Update on the 2050 Long Range Transportation Plan Update and Lincoln Mobility Plan

Paul Barnes, Lincoln Lancaster Planning and Development Services

Department came forward and stated that they are finishing Phase Two of development on the LRTP and the Mobility Plan. The project list and cost estimates are almost finalized. There have also been some final conversations about revenue forecasting and it is all coming together with our consultants. On the mobility side, we are working with the subcommittee to review the project listing and scores coming out of the process to see where all the projects are landing, and looking at the top 10 projects that ranked high in terms of connectivity. Those plans are going to have quite a bit of content presented at the next public open house on May 19th. The open house will be at the Lincoln Commercial Club on 11th Street adjacent to the Kindler Hotel. There will be free parking at the Que Place Garage.

After this, we will move on to Phase Three for the LRTP and the Lincoln Mobility Plan. The Mobility Plan will have a finalized probably by mid-June. We will continue to develop the Long Range Plan as we move into the Fall and have the final open house. Barnes asked if there were any questions?

Figard stated that there was an update on the RTSD North 33rd Street and Cornhusker Highway Viaduct Improvement Project. We have been working on the final design and the project is moving ahead and is fully funded at this point. We have also been meeting with stakeholders. There is an open house on April 23rd from 5:30-7:30 at North Star High School.

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.

There was no public comment.

Cary asked for a motion to adjourn the meeting.

Legg moved to adjourn the meeting, seconded by Rouse and carried 16-0; Cary, Dingman, Elliott, Barnes, Bergstrom, Cosier, Figard, Fisher, Garfield, Lay, Legg, Oelke, Rouse, Shafer, Varilek, Walker and Duryea voting 'yes'; Elliott, Biltoft and Stuckey-Ross absent.

There being no further business, the meeting was adjourned at 2:53 p.m.

Lincoln MPO Technical Committee Agenda Summary

AGENDA ITEM NO.	2
MEETING DATE	August 12, 2026
REQUEST	VOTE: Review and action on revisions to the FY 2027-2030 Transportation Improvement Program
ASSOCIATED MEETINGS	None
APPLICANT(S)	Jaime Kamarad, jaime.kamarad@nebraska.gov , 402- 479-3739; Ryan Leeper, rleeper@lincoln.ne.gov , 402-441-7711
STAFF CONTACT	Rachel Christopher, rchristopher@lincoln.ne.gov , 402-441-7603
LINK TO MAP	Randolph Street, Capital Parkway to 40th Street

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 [FY 2027-2030 TIP](#) was adopted by the MPO Officials Committee on May 19, 2026 and pending review and approval by the Nebraska Department of Transportation, Federal Highway Administration, and Federal Transit Administration, will go into effect on October 1, 2026.

SUMMARY OF REQUEST

The proposed Amendment No. 1 to the FY 2027-2030 TIP includes the following revisions. The proposed changes are attached.

- State of Nebraska Department of Transportation program
 - District 1 Dynamic Message Sign (DMS) Replacement – reprogram funds from Historical years to FY 2027 due to a delay in the schedule for project letting to February 2027.
 - District 1 Dynamic Message Signs (DMS) Retrofit – reprogram funds from FY 2027 to Historical years reflective of project letting having already occurred in May 2026, i.e., during FY 2026.
- Lincoln Transportation and Utilities-Transportation program

- Randolph Street, Capital Parkway to 40th Street – program HUD Economic Development Initiative Community Project Funding in the Construction/Construction Engineering phase in FY 2027 in the amount of \$3,000,000. These Congressionally Directed Spending funds were awarded to the City of Lincoln and will be used towards this existing programmed project and supplement a portion of the federal funds. The Randolph Street corridor connects Lincoln High School and Randolph Elementary School, as well as two parks and a private elementary school.

CONFORMANCE WITH 2050 LONG RANGE TRANSPORTATION PLAN

The projects are existing in the TIP and were previously found to be in conformance.

CONGESTION MANAGEMENT CONSIDERATIONS

None.

BUDGET CONSIDERATIONS

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



Amendment No. 1 to the FY 2027-2030 Transportation Improvement Program (TIP)

State of Nebraska Department of Transportation Program:

[Link to TIP Program Page](#)

The following changes are proposed:

Lead Agency	Project	Project No.	Control No.	Description of Revisions
NDOT	District 1 Dynamic Message Sign (DMS) Replacement	ITS-NH-D1(108)	13563	Reprogram funds from Historical years to FY 2027.
NDOT	District 1 Dynamic Message Signs (DMS) Retrofit	ITS-NH-D1(109)	13566	Reprogram funds from FY 2027 to Historical years.

Lincoln Transportation and Utilities – Transportation Program:

[Link to TIP Program Page](#)

The following changes are proposed:

Lead Agency	Project	Project No.	Control No.	Description of Revisions
City of Lincoln – LTU	Randolph Street, Capital Parkway to 40th Street	LCLC-5224(1)	13434	Program HUD Economic Development Initiative Community Project Funding (CPF) in the amount of \$3,000,000 in the Construction/Construction Engineering phase in FY 2027. The CPF funds will supplement a portion of the existing programmed federal Lincoln MPO Surface Transportation Block Grant (LC) funds.

Lincoln MPO Technical Committee Agenda Summary

AGENDA ITEM NO.	4
MEETING DATE	August 12, 2026
REQUEST	VOTE: Review and action on revisions to the 2050 Long Range Transportation Plan
ASSOCIATED MEETINGS	None
APPLICANT(S)	Mia Haschenburger, mia.haschenburger@lincoln.ne.gov , 441-6334
STAFF CONTACT	Rachel Christopher, rchristopher@lincoln.ne.gov , 402-441-7603
LINK TO MAP	Downtown Lincoln Bike Network

RECOMMENDATION: APPROVE THE AMENDMENT TO THE 2050 LONG RANGE TRANSPORTATION PLAN

BACKGROUND

In December 2021, the Lincoln MPO Officials Committee adopted the [2050 Long Range Transportation Plan \(LRTP\)](#), which provides the blueprint for the area's transportation planning process over the next 25+ years. The transportation planning process is a collaborative effort between the City of Lincoln, Lancaster County, the Nebraska Department of Transportation (NDOT), LTU-StarTran and other agencies, where the multimodal transportation system was evaluated and a set of recommendations were made with extensive public input. The 2050 LRTP was developed in coordination with [PlanForward 2050](#), the Lincoln-Lancaster County Comprehensive Plan.

Amendments are made to the 2050 LRTP to accommodate changes relating to new projects, changes to project costs, funding, project scope, and termini. An LRTP amendment is required when adding a regionally significant project that requires FHWA or FTA funding or approval, in accordance with the *NDOT Operating Manual for Metropolitan Planning Organization Transportation Planning*.

SUMMARY OF REQUEST

The Lincoln MPO is proposing revisions on behalf of the Planning and Development Services Department to amend the 2050 LRTP. The revisions would reflect a new project

group for On-Street Bike Projects in Chapter 7, Fiscally Constrained Plan. Details of the amendment appear below.

- On-Street Bike Projects:
 - A new project group for On-Street Bike projects would be created that includes projects to be constructed with road projects and the B Street Bike Boulevard already identified in the plan, along with a subcategory of standalone on-street bike projects. The grouping would have an overall total cost for all projects within the group of \$8.93 million according to the category for On-Street Bike Projects in the Multimodal Program of Table 7.1, Resource Allocation. Grouping projects in the LRTP is a process whereby smaller-scale, non-regionally significant projects within a category do not need to be individually identified. The purpose of the new group is conformance with the LRTP of the proposed new TIP project for Downtown Lincoln Bike Infrastructure elsewhere on this agenda.

LRTP Revisions

- Correct the allocation amount for on-street bike projects on page 7-23.
- Add narrative description on page 7-24.
- Update Table 7-11 on page 7-24 to reflect a new grouping for On-Street Bike Projects, with an overall total project cost, new listing for standalone projects, and previous listings for projects to be constructed with roadway projects.
- Delete Table 7-12 on page 7-25 and Figure 7.6 on page 7-26.
- Updates to the Table of Contents and subsequent renumbering of tables and figures in Chapter 7.

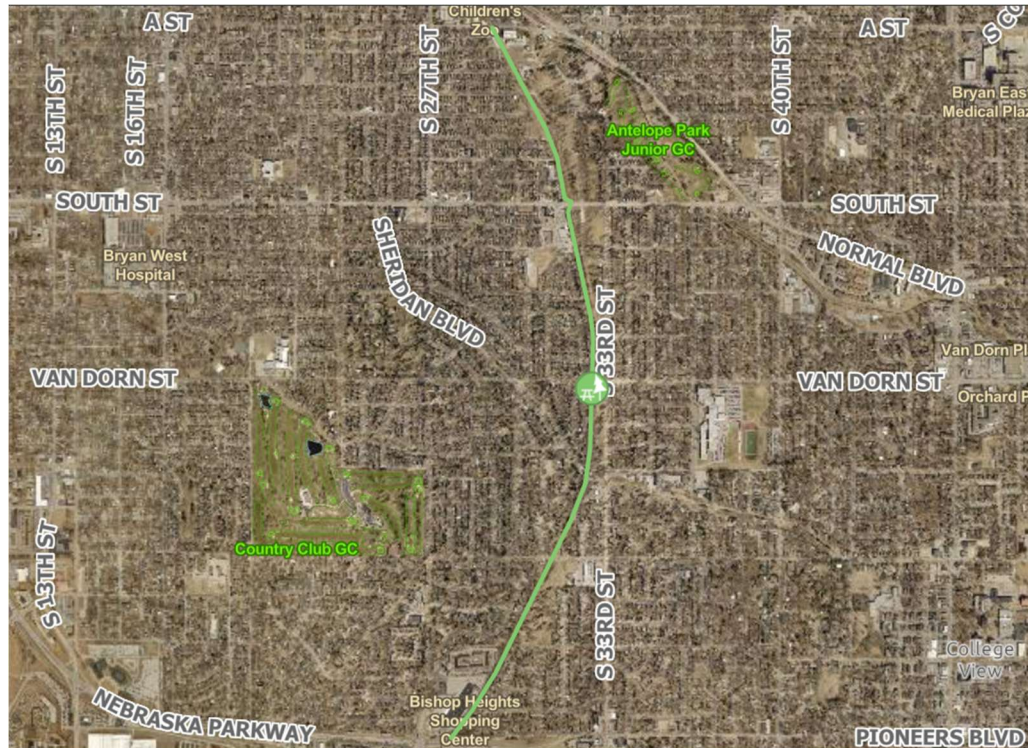
This amendment will update any associated tables and figures linked to the 2050 Comprehensive Plan.

BUDGET CONSIDERATIONS

The proposed cost can be accommodated within a fiscally constrained plan. The funds awarded were discretionary and do not affect the financial analyses in the LRTP or TIP.

Table 7.10 Trail Widening Projects

Trail Name	Limits	Description	Project Cost (2021\$)
Funded/Committed Trail Widening Projects			
Rock Island	A Street to Boosalis Trail	Widen 8' trail to 12'	\$2,546,700

Figure 7.5 Trail Widening Projects

On-Street Bike Projects

The Lincoln Bike Plan was adopted in February 2019. Since no committed funding source has historically been provided for implementation of the on-street bike network, the LRTP resource allocation includes a nominal allocation of \$6.58.93 million of flexible funds to the on-street bike program, which could be used to stripe approximately 35 miles of bike lanes, accounting for construction cost inflation. However, this amount falls well short of the funding needed to implement the more than 100 miles of proposed bikeways (some of which are more capital-cost intensive than bike lane striping)

and the intersection crossing improvements identified in the Lincoln Bike Plan.

The specific On-Street Bike Projects to be completed with available funds will be selected based on the analysis and prioritization documented in the Lincoln Bike Plan. Where possible, On-Street Bike Projects should be bundled with roadway improvement projects. **Table 7.11** identifies projects that are candidate On-Street Bike Projects that could be constructed with roadway projects in the Fiscally Constrained Plan. As these roadway projects progress through preliminary and final design, consideration should be given for inclusion of the corresponding Bike Plan project(s). **Table**

7.12 and Figure 7.6 identify Additional candidate on-street bike projects not associated with roadway projects **are also identified within the project grouping.**

Group Projects are small-scale transportation projects that while not considered regionally significant, still contribute to meeting the goals of the regional transportation system as allowed under 23 CFR § 450.326(h). The Group Project designation is used to more efficiently advance these small projects through the planning and implementation process. Individual costs of Group Projects are not included, though the collective costs are included in the LRTP financial analysis. All of the grouped on-street bike projects with costs below \$1,000,000 are considered “group projects” and only listed in full in the TIP, once there is funding dedicated for their implementation. Group Projects can be added to the TIP by administrative modification rather than a formal amendment process.

Pedestrian, Bike Share, and TDM

The recommended resource allocation assumes a minimum \$1 million annual general fund transfer to the sidewalk rehabilitation program. With the \$37 million allocation to this program, an estimated 46 miles of sidewalk could be replaced, accounting for construction cost inflation.

The TDM portion of this program may include partnerships with employers to support biking, walking, and transit commuting; flexible work hours; and remote work options. Continued operation and maintenance of the existing BikeLNK bike share program is also recommended to continue. The TDM program could also consider partnerships with Transportation Network Companies (TNC) such as Uber or Lyft, as well as car share options and expansion of the bike share and scooter programs, to support shared mobility options in Lincoln.

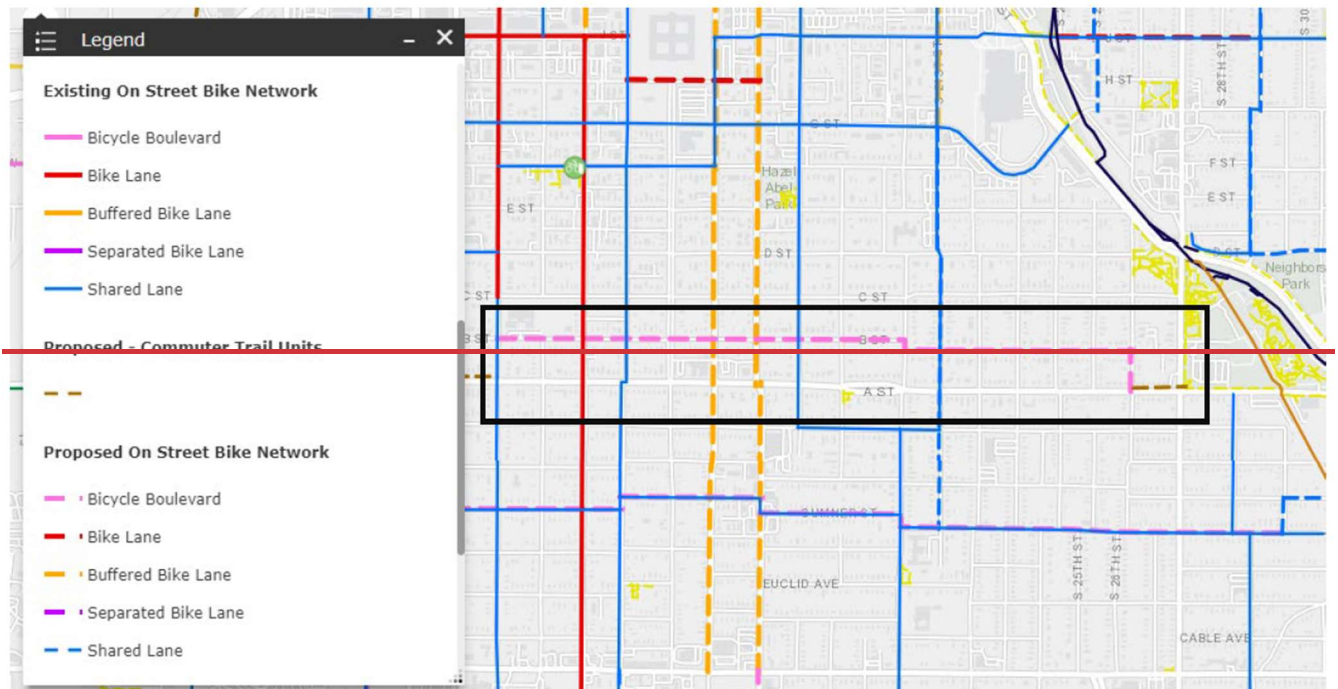
Table 7.11 On-Street Bike Projects ~~to be Constructed with Fiscally Constrained Roadway Projects~~

Project Grouping Total Cost: \$8,930,000							
Standalone On-Street Bike Projects		Various locations throughout the Lincoln MPO region		Individual cost no more than \$1 million. Examples include but are not limited to: Shared, Striped, Separated, and/or Buffered Bike Lanes, Sidepaths, and Associated Intersection and Crossing Enhancements			
On-Street Bike Projects to be Constructed with Fiscally Constrained Roadway Projects							
Roadway Project ID	Street	Project Limits	Bike Plan Project ID	Street	From	To	Description
10	W Holdrege Street	NW 56th Street to NW 48th Street	153	W Holdrege St	W Patridge Ln	NW 40th St	Sidepath
77	W A Street	SW 36th Street to SW 5th Street	47	W A St	SW 40th St	S Folsom St	
				W A St	S Folsom St	Multi-use Path	
124	S Folsom Street	W Old Cheney Road to 1/4 mile south	159	S Folsom St	W Denton Rd	Pioneers Blvd	Sidepath
141	A Street	S 6th Street to S 17th Street	24	S 8th St	A St		Intersection Enhancements
			132	S 11th St	A St		Intersection Enhancements

			142	A St	S 4th St	S 11th St	Sidepath
81	W Holdrege Street	NW 48th Street to Chitwood Lane (east 1/4 mile)	153	W Holdrege St	W Patridge Ln	NW 40th St	Sidepath
14	NW 48th Street	Adams Street to Cumming Street	99	NW 48th St	W Seward St	W Knight Dr	Sidepath
				NW 48th St	W Holdrege St	W Seward St	Sidepath
32	O Street (US-34)	Antelope Valley N/S Rdwy. (19th St.) to 46th Street	133	35th St	O St		Intersection Enhancements
			73	N 44th St	O St	R St	Separated Bike Lane
				N 44th St	O St		Intersection Enhancements
			50	S 29th St	Randolph St	R St	Shared Lane
				29th St	O St		Intersection Enhancements
37	Cornhusker Hwy (US-6)	N 20th Street to N 33rd Street	151	Cornhusker Hwy	N 27th St	Trail	Sidepath
41	N 48th Street	Adams Street to Superior Street	105	N 48th St	Fremont St	End	Sidepath
				N 48th St	Cornhusker Hwy/RR		Intersection Enhancements
			102	N 48th St	Judson St	Hartley St	Sidepath
82	Nebraska Hwy 2	S 84th Street to Van Dorn Street	23	High St	Nebraska Hwy 2	S 12th St	Shared Lane
				High St	Nebraska Hwy 2		Intersection Enhancements
			121	Southwood Dr	Nebraska Hwy 2		Intersection Enhancements
85	NW 12th Street	Fletcher Avenue to Aster Road with overpass of US-34	112	NW 13th St	W Fletcher Ave		Intersection Enhancements

Table 7.12 — Other On-Street Bike Projects

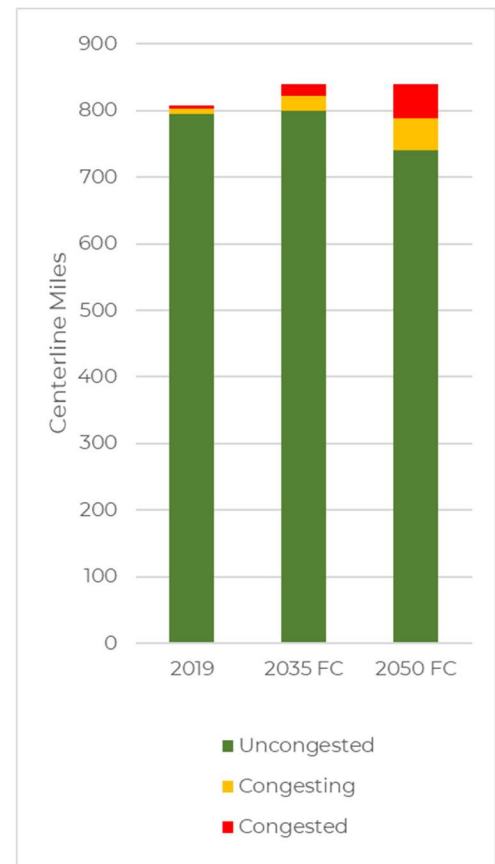
Street	Bike Plan Project ID	From	To	Description	Project Cost (2021\$)
B-Street, S 26 th Street, and A-Street	42	S 11 th Street	S 27 th Street	Pavement markings, signage, sidepath, and intersection bumpouts	—\$521,900

Figure 7.6 Other On-Street Bike Projects

Future Congestion Levels

The 2035 and 2050 Lincoln MPO regional travel demand models were run with the Urban and Rural Roadway Capital Projects included in the Fiscally Constrained Plan, as well as the South Beltway and West Beltway. NDOT added one additional State project (ID 71) to the fiscally constrained project list after modeling for congestion had been completed and is therefore not included. The resulting congestion levels are summarized on **Figure 7.7** and mapped on **Figure 7.8** and **Figure 7.9** for 2035 and 2050, respectively.

With the Fiscally Constrained Roadway Capital Projects in place, 95 percent of the system (within the model area) is expected to be uncongested in 2035 (volume to capacity ratio less than 0.8), and 88 percent uncongested in 2050. All roads outside the model area will remain uncongested.

Figure 7.7 Congestion Levels

Lincoln MPO Technical Committee Agenda Summary

AGENDA ITEM NO.	5
MEETING DATE	August 12, 2026
REQUEST	VOTE: Review and action on revisions to the FY 2027-2030 Transportation Improvement Program
ASSOCIATED MEETINGS	None
APPLICANT(S)	Jaime Kamarad, jaime.kamarad@nebraska.gov , 402- 479-3739; Mia Haschenburger, mia.haschenburger@lincoln.ne.gov , 441-6334
STAFF CONTACT	Rachel Christopher, rchristopher@lincoln.ne.gov , 402-441-7603
LINK TO MAP	Downtown Lincoln Bike Network

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 2027-2030 TIP](#) was adopted by the MPO Officials Committee on May 19, 2026 and pending review and approval by the Nebraska Department of Transportation, Federal Highway Administration, and Federal Transit Administration, will go into effect on October 1, 2026.

SUMMARY OF REQUEST

The proposed Amendment No. 1 to the FY 2027-2030 TIP includes the following revisions. The proposed changes are attached.

- State of Nebraska Department of Transportation program:
 - Agnew North Bridges – Remove project. Every Spring, the NDOT bridge division balances their 6-year program based on their new budget. This year, it was decided that the scope of work for this project did not meet the NDOT bridge repair strategy, so it will not move forward at this time.
- Pedestrian, Bike and Trails program:

- Add new project for Downtown Lincoln Bike Network – This project reflects a competitive grant award to the City of Lincoln in the amount of \$224,000 in federal funds through the Federal Highway Administration’s Active Transportation Infrastructure Improvement Program (ATIIP). NDOT will serve as the Responsible Charge (RC) on the project and the agreement will therefore be between NDOT and FHWA. The process will result in planning, design, and construction documents for bicycle infrastructure in Downtown Lincoln in several locations identified in the 2019 Lincoln Bike Plan and upcoming Lincoln Mobility Plan. The planning and design will take place in an area with neighborhoods that are adjacent to downtown and have some of the highest rates of minorities, lowest median incomes, and highest levels of poverty in the city. The work intends to enhance connectivity with Lincoln’s trails and other existing infrastructure by creating safe and accessible bicycle infrastructure within the urban core and support connections to employment, support services, education, healthcare, public transit, Amtrak, dining, and entertainment.

The following streets are to be studied, with design and construction drawings prepared for bike infrastructure, signal modifications, and connections through intersections and into existing bicycle infrastructure:

- 11th Street, from K Street to Q Street, with connection to N Street Cycle Track
- 13th Street, from K Street to Q Street, with connection to N Street Cycle Track
- 16th Street, from K Street to Q Street, with connection to N Street Cycle Track
- N Street from the Billy Wolff Trail to 27th Street

Bike infrastructure may include striped bike lanes, buffered bike lanes or separated bike lanes. Proposed configurations include:

- Continuation of a raised bike lane on 11th Street for which construction is to begin in 2027 (from Q Street, to halfway between O and N Streets, with conversion of 11th Street from one-way to two-way) - from halfway between N and O Streets to Lincoln Mall, with conversion of 11th Street from one-way to two-way.
- Striped/painted bike lanes, in each direction, on 13th Street, with conversion of the street from one-way to two-way, from K to O Streets
- 14th Street to be a shared route within the Music District, with no further design required

- 16th Street southbound bike lane as a companion to the northbound bike lane on 17th Street
- N Street shared or separated bike lane, with preferred configuration to be determined by design firm

Public engagement relating to these bicycle infrastructure projects will be conducted. A local funding match was not required with the award, but local funds from the Planning and Development Services Department may be allocated if the federal funds are not sufficient to cover the needs.

CONFORMANCE WITH 2050 LONG RANGE TRANSPORTATION PLAN

An amendment to the Long Range Transportation Plan is accompanying the TIP amendment on this agenda to ensure conformance with the LRTP.

CONGESTION MANAGEMENT CONSIDERATIONS

16th Street is in the [Lincoln MPO Congestion Management Process \(CMP\) Network](#). It is not located on an existing or future high-congestion segment as identified in the [2050 Long Range Transportation Plan, Appendix E1](#).

The project supports congestion management by enhancing opportunities for travel other than an automobile, particularly in an employment and education center such as Downtown. The following CMP strategies are specifically supported:

- B.8 Complete Streets
- B.9 Improved Bicycle Facilities at Transit Development Centers or Trip Destinations
- B.10 Improved Safety of Existing Bicycle and Pedestrian Facilities
- B.12 Intermodal Enhancements Linked to Micro-Mobility Services

BUDGET CONSIDERATIONS

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



Amendment No. 1 to the FY 2027-2030 Transportation Improvement Program (TIP)

State of Nebraska Department of Transportation Program:

[Link to TIP Program Page](#)

The following changes are proposed:

Lead Agency	Project	Project No.	Control No.	Description of Revisions
NDOT	Agnew North Bridges	STP-79-2(114)	13457	Remove project.

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
City of Lincoln	Downtown Lincoln Bike Network	ATIIP-NE-5436	Not yet assigned	Add project and program federal funds within a new project grouping for On-Street Bike Facilities.

				Project description: The City of Lincoln was awarded a grant for project planning, public engagement, and preparation of construction documents for bicycle infrastructure in Downtown. Several streets are proposed to be studied for potential infrastructure improvements, signal modifications, and connections into existing bike infrastructure, including 11th Street, K Street to Q Street; 13th Street, K Street to Q Street; 16th Street, K Street to Q Street; and N Street, Billy Wolff Trail to 27th Street. Improvements may include striped bike lanes, buffered bike lanes or separated bike lanes. Program funding in Historical Years in the amounts of \$150,000 in Active Transportation Infrastructure Investment Program (ATIIP) funds in the Preliminary Engineering phase and \$74,000 ATIIP funds in the Final Design phase.
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Lincoln MPO Technical Committee Agenda Summary

AGENDA ITEM NO.	6
MEETING DATE	August 12, 2026
REQUEST	VOTE: Review and action on revisions to the Group Project Listing Administrative Modification Process
ASSOCIATED MEETINGS	None
STAFF CONTACT	Rachel Christopher, rchristopher@lincoln.ne.gov , 402-441-7603

RECOMMENDATION: APPROVE THE REVISED GROUP PROJECT LISTING ADMINISTRATIVE MODIFICATION PROCESS

BACKGROUND

The [Lincoln MPO Group Project Listing Administrative Modification Process](#) was adopted in 2013 as a result of the FHWA/FTA Quadrennial TMA Certification Review. It outlines a process for allowing administrative modifications to group project listings in the Transportation Improvement Program (TIP). The purposes was to integrate a group project programming strategy to avoid a complicated amendment process for smaller-scale projects. The two project groupings that the Process currently applies to are 1) Traffic Optimization & Management and 2) Roadway and Bridge Rehabilitation programs.

SUMMARY OF REQUEST

The Lincoln MPO is proposing various revisions to update this document and add a reference to a new group listing.

Group listings are a way of grouping smaller-scale projects together in the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP). Group listings are set forth by an MPO according to its needs. Once established, projects within a group are able to be added, removed, and otherwise modified administratively in the TIP. 23 CFR § 450.326(h) governs the grouping of regional transportation projects. It allows MPOs to group minor projects that lack the appropriate scale for individual identification into a single line item with one overall total cost. In order to group projects, they must also qualify as Categorical Exclusions under the National Environmental Policy Act (NEPA).

(h) Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the applicable classifications under [23 CFR 771.117\(c\)](#) and [\(d\)](#) and/or [40 CFR part 93](#) In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the TIP.

The proposed revisions are as follows. See attachment for markups.

- Correct reference to the Code of Federal Regulations (CFR) per FHWA comments;
- Update the naming of existing project groups to match the current TIP;
- Add a new group listing for On-Street Bike Facilities as established in the Long Range Transportation Plan amendment proposed elsewhere in this agenda; and
- Remove references to individual group project listings as existing outside the TIP. These projects were previously included in an appendix of the TIP and are now in the main body of the TIP with a notation as to grouping, if applicable.

BUDGET CONSIDERATIONS

As described above, group project listings are allowed to be use a lump sum total cost for all projects in the group. verification of sufficient funds will take place at the time of individual project programming.



Lincoln Metropolitan Planning Organization

County-City Building
555 South 10th Street - Suite 2013
Lincoln, Nebraska 68508
(402) 441-7491

Lincoln **Planning Area** Metropolitan Planning Organization **Group Project Listing Administrative Modification Process** *adopted ~~(DATE)~~ May 30, 2013*

Group or Lump Sum Project Listing: Administrative Modification Process

The Lincoln MPO utilizes the Administrative Modification process to add group or combined projects to the Transportation Improvement Program (TIP) that are not considered to be of appropriate scale for individual listing in a given program year. Such projects are grouped by function, work type, and/or geographic area and are consistent with the exempt project classification contained under Federal ~~TIP~~ regulations (23 CFR 450.326(h)324-(f)) and/or in EPA's Transportation Conformity Regulations (40 CFR 93). The Group Project Listings modification process applies only to projects for the ~~Traffic Optimization & Management and the Roadway~~ Transportation System Optimization, and Bridge Rehabilitation Transportation System Preservation, and On-Street Bike Facility programs. All projects within a grouped or lump sum type project category will have similar scope and will need to conform to these project descriptions.

Administrative Modifications are minor revisions to the TIP which can simply be made to a project or listing already included in the TIP. Administrative modifications do not require public review and comment but notification and concurrence with NDOIR of these changes which allow these changes to be included in the STIP. There are some conditions that apply in adding to grouped projects. 1) All the projects under a grouping must have the same or similar project description/scope, 2) the location and project termini are to be determined at the time of the modification (specific termini, not open ended), 3) fiscal constraint for the TIP must be maintained, 4) funding within the project category is to be maintained or funding revisions must be included in

the modification request, 5) the project DR530 must be signed by the MPO and approved by appropriate NDOT personnel, and 6) the State Control Number must accompany the request for the Administrative Modification.

Once projects are grouped, the MPO maintains a detailed list of the projects contained in each group for programming outside of as part of the TIP. ~~These listings are located on the Lincoln MPO TIP web page in the TIP Appendix for Group Projects.~~

Group Project Appendix: ~~<http://www.lincoln.ne.gov/city/plan/mpo/tip/tip14/GrpProj.pdf>~~

~~<https://linclanc.sharepoint.com/sites/PlanningDept-MPO/Shared Documents/MPO/TIP/Group Project Listings/DRAFT REVISED Group Project Listing Administrative Modification Process 7.10.26.docx>~~