



Lincoln Metropolitan Planning Organization

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

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

Date: August 8, 2024
Time: 10:00 a.m. – 11:30 a.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 10, 2024](#) Technical Committee meeting
2. Consent Agenda (Public Hearing and Action)
 - a. [Review and action](#) on revisions to the [FY 2025 Unified Planning Work Program \(UPWP\)](#)
 - i. Update funding amounts for FTA Section 5303 in the Transit Planning Work Program
 - b. Review and action on revisions to the [FY 2025-2028 Transportation Improvement Program \(TIP\)](#)
 - i. Lincoln Transportation and Utilities – Transportation program:
 1. South 56th Street, Spruce Street to Van Dorn Street – Reprogram Construction/Construction Engineering phase from Prior Fiscal Years to FY 2025
 2. Adams Street, 36th to 49th Streets – Reprogram Construction/Construction Engineering phase from Prior Fiscal Years to FY 2025

3. Items removed from Consent Agenda
4. [Review and action](#) on revisions to the [FY 2025-2028 Transportation Improvement Program \(TIP\)](#)
 - a. Lincoln Transportation and Utilities – Transportation program:
 - i. Phase 2 Pilot Project - Standardizing Lincoln's Integrated eConstruction (SLIC) – Add project and program federal funds
 - b. Pedestrian, Bike and Trails program:
 - i. Downtown Corridors and Music District Streetscape Project – Add project and program federal funds
5. [Review and action](#) on revisions to the [MPO Guidelines for Modifying the Transportation Improvement Program](#)
6. Other topics for discussion
7. Public Comment

Anyone wishing to address the committee on a matter not on this agenda, and not planned to appear on a future agenda, may do so.

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

หากคุณต้องการข้อมูลในภาษาอื่น โปรดส่งอีเมล mpo@lincoln.ne.gov

ئەگەر پوڤوستت بە زانیارییە بە زمانیکی تر، تکیایە نیمەیل بننیرە mpo@lincoln.ne.gov

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 10, 2024, 8:30 a.m., Conference Room 113, County-City Building, 555 S. 10th St., Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: David Cary – Lincoln/Lancaster County Planning Department; Pam Dingman – Lancaster County Engineer; Elizabeth Elliott – Lincoln Transportation and Utilities; Paul Barnes and Stephanie Rouse – Lincoln/Lancaster County Planning Department; Gary Bergstrom – Lincoln/Lancaster County Health Department; Clyde Jenkins III – StarTran; Roger Figard – Railroad Transportation Safety District; Stephanie Fisher – City of Waverly; Jennifer Hiatt – Urban Development; Larry Legg – Lancaster County Engineering; Michelle Lincoln – City of Bennet; Kelly Oelke – City of Hickman; Thomas Shafer and Erin Sokolik – Lincoln Transportation and Utilities; Maggie Stuckey-Ross – Parks and Recreation; Brandon Varilek and Curtis Nosal – Nebraska Department of Transportation; (Chad Lay – Lincoln Airport Authority absent). Rachel Christopher, Teresa McKinstry and Jennifer McDonald of the Lincoln/Lancaster County Planning Department; and other interested citizens.

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

Elliott then requested a motion approving the minutes of the meeting held January 4, 2024. Motion for approval made by Shafer, seconded by Legg and carried 16-0: Barnes, Cary, Dingman, Elliott, Fisher, Hiatt, Jenkins, Legg, Lincoln, Nosal, Oelke, Rouse, Shafer, Sokolik, Stuckey-Ross and Varilek voting 'yes'; Bergstrom abstaining; Figard absent at time of vote; Lay absent.

CONSENT AGENDA**PUBLIC HEARING:****April 10, 2024**

Members present: Barnes, Bergstrom, Cary, Dingman, Elliott, Figard, Fisher, Hiatt, Jenkins, Legg, Lincoln, Nosal, Oelke, Rouse, Shafer, Sokolik, Stuckey-Ross and Varilek; Lay absent.

The Consent Agenda consisted of the following items:

- a. **Review and action on revisions to the Lincoln MPO 2050 Long Range Transportation Plan (LRTP)**
 - i. **West Beltway (US 77) from I-80 to Saltillo Road – Increase project cost and revise the project extents in the NDOT Highways Program Fiscally Constrained Plan**
 - ii. **N. 33rd Street – Increase project cost in the fiscally Constrained Railroad Transportation Safety District Projects table**
 - iii. **Multimodal Transportation Center – Increase project cost in the Priority Transit Projects table**
- b. **Review and action on revisions to the FY 2024-2027 Transportation Improvement Program (TIP)**
 - i. **State of Nebraska Department of Transportation Program:**
 1. **US-77 Lincoln West Beltway – Increase project costs for all phases**
 - ii. **Lancaster County Engineering Program:**
 1. **Saltillo Road, 27th Street to 68th Street – Increase costs for the ROW/Utilities phase**
 - iii. **City of Lincoln Transportation and Utilities – StarTran Program:**
 1. **Multimodal Transportation Center – Increase costs, update the project schedule, show local match funds in the Preliminary Engineering phase, and add cost and description for installation of electric charging unit stations funded through Section 5339**
 2. **Electric Bus EV Charging Stations – Add project and program federal funds**

ACTION:

Legg moved approval of the Consent Agenda, seconded by Shafer and carried 18-0: Barnes, Bergstrom, Cary, Dingman, Elliott, Figard, Fisher, Hiatt, Jenkins, Legg, Lincoln, Nosal, Oelke, Rouse, Shafer, Sokolik, Stuckey-Ross and Varilek; Lay absent.

REVIEW AND ACTION ON MPO FEDERAL PERFORMANCE MEASURES AND TARGETS**PUBLIC HEARING:****April 10, 2024**

Members present: Barnes, Bergstrom, Cary, Dingman, Elliott, Figard, Fisher, Hiatt, Jenkins, Legg, Lincoln, Nosal, Oelke, Rouse, Shafer, Sokolik, Stuckey-Ross and Varilek; Lay absent.

Rachel Christopher stated this item is regarding Federal Performance Measures and Targets. This is specifically regarding the target for Federal Transit Administration (FTA) safety performance measures and targets. These are updated annually by StarTran. The targets are based on a prior years baseline and are set for fixed route bus and paratransit. Prior to this agenda going out, the Nebraska Department of Transportation (NDOT) and the MPO were preparing adopt revised targets for a new proposed Federal Highway Administration (FHWA) federal performance measure on greenhouse gas (GHG) emissions. However, the MPO was informed that the GHG measure was challenged in court and vacated. Therefore, the StarTran safety targets are the only targets being proposed.

Cary stated that the purpose of this is to be able to have a conversation about performance targets. He pointed out that not meeting the targets doesn't put the funding at risk. Christopher concurred.

Cary commented there is the option for MPOs to create their own targets. He believes the target as adopted by StarTran is reasonable and makes sense.

ACTION:

Barnes moved approval to support the StarTran Performance Targets for Safety as the MPO Targets, seconded by Hiatt and carried 18-0: Barnes, Bergstrom, Cary, Dingman, Elliott, Figard, Fisher, Hiatt, Jenkins, Legg, Lincoln, Nosal, Oelke, Rouse, Shafer, Sokolik, Stuckey-Ross and Varilek; Lay absent.

REVIEW AND ACTION ON THE PROPOSED FY 2025 UNIFIED PLANNING WORK PROGRAM (UPWP)**PUBLIC HEARING:****April 10, 2024**

Members present: Barnes, Bergstrom, Cary, Dingman, Elliott, Figard, Fisher, Hiatt, Jenkins, Legg, Lincoln, Nosal, Oelke, Rouse, Shafer, Sokolik, Stuckey-Ross and Varilek; Lay absent.

Christopher stated this item is to adopt the annual work program. It is a federally required program that is adopted on an annual basis. FY 2025 will start in July. The MPO works with other agencies in developing the work program. The work program describes local transportation planning activities, much of which is funded through MPO and StarTran federal grants at 80 percent with a 20 percent local match. Most activities in the work program are carried over year after year. Some of the major activities included in this year's budget is the update of the Long Range Transportation Plan (LRTP) and developing a Lincoln Mobility Plan. Funds are also shown for the Safe Streets Lincoln Action Plan for MPO and Planning Department staff time developing that plan. Every year, there is a new allocation for the MPO planning grant. Our new allocation is based on the 2020 Census data, which resulted in a small increase in Lincoln MPO's share compared to other MPOs in Nebraska. The budget also includes carryover funds from previous years in addition to the new allocation.

ACTION:

Shafer moved approval of the FY 2025 Unified Planning Work Program, seconded by Rouse and carried 18-0: Barnes, Bergstrom, Cary, Dingman, Elliott, Figard, Fisher, Hiatt, Jenkins, Legg, Lincoln, Nosal, Oelke, Rouse, Shafer, Sokolik, Stuckey-Ross and Varilek; Lay absent.

REVIEW AND ACTION ON THE 2024 SELF CERTIFICATION REVIEW

PUBLIC HEARING:

April 10, 2024

Members present: Barnes, Bergstrom, Cary, Dingman, Elliott, Figard, Fisher, Hiatt, Jenkins, Legg, Lincoln, Nosal, Oelke, Rouse, Shafer, Sokolik, Stuckey-Ross and Varilek; Lay absent.

Christopher stated that the self-certification is signed every year as part of the Transportation Improvement Program (TIP) to confirm that the MPO is continuing to meet all applicable federal requirements. It is signed by the Mayor and NDOT. We do not foresee any problems or issues with signing the approval.

Cary asked when the next quadrennial review is. Christopher responded that every four years, the MPO has a certification review by FTA and FHWA where they certify the MPO. The next quadrennial review will be in May 2025. In addition, we also do an annual self-certification.

ACTION:

Legg moved approval to authorize the Executive Officer to sign the Self-Certification Statement, seconded by Stuckey-Ross and carried 18-0: Barnes, Bergstrom, Cary, Dingman, Elliott, Figard, Fisher, Hiatt, Jenkins, Legg, Lincoln, Nosal, Oelke, Rouse, Shafer, Sokolik, Stuckey-Ross and Varilek; Lay absent.

REVIEW AND ACTION ON THE PROPOSED FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**PUBLIC HEARING:****April 10, 2024**

Members present: Barnes, Bergstrom, Cary, Dingman, Elliott, Figard, Fisher, Hiatt, Jenkins, Legg, Lincoln, Nosal, Oelke, Rouse, Shafer, Sokolik, Stuckey-Ross and Varilek; Lay absent.

Christopher stated this is for the annual TIP adoption for the MPO. The MPO is a federally required organization and is federally funded. The planning area covers all of Lancaster County. We also have representatives from Hickman, Waverly and Bennet as part of the MPO Technical Committee. The TIP is a shorter range planning document which looks at planning projects coming up in the next four years. This runs with the federal fiscal year which is October 1 through September 30. Staff also processes amendments and revisions to the TIP. The projects in the TIP come from the 2050 LRTP. The TIP includes federal and state funded projects, as well as regionally significant locally funded projects. The TIP is fiscally constrained, meaning it must only show funds that are reasonably anticipated to be available. The TIP is also coordinated with the Capital Improvement Program (CIP). The TIP includes a number of programs for transportation agencies. NDOT's program includes interstates, highways and bridges. Other programs described were for County Engineer, LTU-Transportation, LTU-StarTran, Lincoln Airport Authority, Federal Transit Administration, Pedestrian Bike and Trails, Railroad Transportation Safety District and Planning. The TIP is organized with project listings and details for funding by year and source. There is an online map for the TIP. We work with all the different agencies listed in the TIP to provide input. We also conduct an Equity and Congestion Management review for new projects. The MPO Programming and Funding Committee meets and reviews the document. It then comes to the MPO Technical Committee and Planning Commission for review and recommendation, before vote by the MPO Officials Committee. With this year's TIP, NDOT has several new projects as does City of Hickman for Scott's Trail, which was awarded Recreational Trail Program (RFP) funding. There were two LTU-Transportation projects removed. One was the 14th Street/Warlick/Old Cheney Rd. project which is being paused due to uncertainty on timing and impacts of the Highway 77 West Bypass project. Another LTU project taken out was Transportation Livable Neighborhoods. It is being removed from the TIP because LTU will conduct those activities under their Preservation and Optimization initiatives. There were also changes made to the StarTran program per the CIP since the agenda went out. The first change was to StarTran revenue vehicles for buses where funding was split between FY 2025 and 2026 to the need to spread out the local match portion. There

was also a change to maintenance facility construction where all funds except initial funds for a feasibility study were removed, pending future funding through a discretionary grant.

Figard pointed out a correction needed to the RTSD project of 33rd & Cornhusker in the Railroad Transportation Safety District (RTSD) program. He would suggest any motion for approval of the proposed TIP include a correction of the federal aid to show \$7,520,000 in Cost Beyond RZ funds.

Cary noted this is the big list for the MPO. He commented that over the years, the TIP has been improved as a document. He believes it is much more readable. The way the funding sources are identified helps understand these projects in a much more straightforward way. It has been great to watch the MPO evolve. He feels like the TIP has become a much better document.

Shafer added that this process is always a long one. There will most likely be amendments between now and approval, and he noted recent awards for Congressionally directed spending to the MPO area that he assumes will be added to the TIP in the future.

Dingman thinks for future TIP documents, we will also need to add a page for Bennet, Hickman and Waverly. She hopes everyone gets a piece of funding. Christopher noted that for now, the Hickman trail project is under the Pedestrian, Bike and Trails program with the Waverly planning grant appearing under the Planning program.

Barnes noted that Bennet has an award for Planning as well.

ACTION:

Shafer moved approval of the FY 2025-2028 Transportation Improvement Program as presented today, including the revision to StarTran revenue vehicles for buses and the correction noted by the RTSD, seconded by Figard and carried 18-0: Barnes, Bergstrom, Cary, Dingman, Elliott, Figard, Fisher, Hiatt, Jenkins, Legg, Lincoln, Nosal, Oelke, Rouse, Shafer, Sokolik, Stuckey-Ross and Varilek; Lay absent.

BRIEFING ON THE MULTIMODAL TRANSPORTATION CENTER

Elliott wanted to let everyone know about this process. Ultimately, the goal is to provide a safer and more inclusive public transportation system. The bus transfer

center is currently at 11th Street and 'N' Street and will move to around 11th Street and 'L' Street in around 60 days. The current location is inefficient. The concept for a new location has been shaped through multiple efforts. That has culminated to where we are today. We have decided as a group and the public decided on a site near downtown that accommodates the full program. There were many site selection criteria used to select the site. In 2020, there was a feasibility study completed where 18 different site locations were considered. A design charrette was done to dig into the architectural and design aspects. We started looking at a few different options for a future Multimodal Center Location. There were some constraints on Block 101 to the north of the County-City building. We also found that to do a project all within one block that did not have the ability for future expansion, we would not be able to meet the growth needs as projected at that location. For that reason, we started to focus more on the site south of the City-County building that is now the preferred location. Elliot showed the current and planned bike facilities locations that anchor the multimodal aspect. We are proposing to vacate 'H' St. Buses would ingress and egress on 9th Street and 10th Street. She showed a potential rendering of a new Multimodal Transportation Center facility. It would have an indoor waiting area, customer service area with ticket sales and space for off duty Lincoln Police Department (LPD) officers. There will be a large meeting space on the second floor, along with space for StarTran staff. There will be 18 bus bays plus one for a future regional bus line, with protected, lighted and covered space for customers. There will also be visual and audio announcements for buses. The other part of this is improving pedestrian access. We would be doing crosswalk improvements along with trees and landscaping. There are many benefits to building a new center with improvements. This will increase levels of service and should reduce travel times. The total cost is approx. \$33 million dollars. Funding is provided by a \$23.6 million federal grant and other local funds. There has been a lot of community engagement where StarTran staff knocked on doors and talked with the neighborhoods. Everyone they have spoken to has been excited and supportive. We have worked with the Public Building Commission on addressing employee parking that currently occupies the preferred site. We have reached out with social media and a website. We will continue on to present to the Chamber of Commerce and other organizations. We are currently working with Federal Transit Administration (FTA) going through the National Environmental Policy Act (NEPA) and Section 106 reviews. We should have the NEPA studies and work done this month and submitted to FTA for review. We hope to start construction in 2025.

Stuckey-Ross stated that Parks will be starting park construction in 2025. We want to make sure we don't collide with the two projects. Elliott agreed there will be a tremendous amount of construction going on in this area in 2025. The Public Building

Commission will also start construction on an addition to the north parking garage at the same time. We want to make sure we know where to place parking during construction. It will be a very busy but exciting couple of years.

Barnes stated this is obviously a complicated project. He suggested that staff speak with Urban Design Committee and perhaps Historic Preservation Commission regarding a presentation and conversation on this topic. Elliott will reach out to Barnes to discuss that.

Barnes also mentioned there is a TIP item for programing funds to help with multimodal connections using Carbon Reduction Program (CRP) funds. He stated they are trying to coordinate and have conversations about when these improvements happen and how they fit into the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant.

Shafer made a motion for adjournment, seconded by Barnes and carried 18-0: Barnes, Bergstrom, Cary, Dingman, Elliott, Figard, Fisher, Hiatt, Jenkins, Legg, Lincoln, Nosal, Oelke, Rouse, Shafer, Sokolik, Stuckey-Ross and Varilek; Lay absent.

There being no further business, the meeting was adjourned at 9:40 a.m.

<https://inlanc.sharepoint.com/sites/PlanningDept-MPO/Shared Documents/MPO/Technical Committee/Minutes/2024/041024.docx>



Lincoln MPO Technical Committee Agenda Summary

AGENDA ITEM NO.	2
MEETING DATE	August 8, 2024
REQUEST	VOTE: Review and action on revisions to the FY 2025 Unified Planning Work Program; Review and action on Amendment No. 1 to the FY 2025-2028 Transportation Improvement Program
ASSOCIATED MEETINGS	None
APPLICANT(S)	Craig Aldridge, Lincoln Transportation and Utilities, caldridge@lincoln.ne.gov , 402-416-5349
STAFF CONTACT	Rachel Christopher, rchristopher@lincoln.ne.gov , 402-441-7603
LINK TO MAP	South 56th Street, Spruce Street to Van Dorn Street Adams Street, 36th to 49th Streets

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, 2024 through June 30, 2025. 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 2025 UPWP](#) was adopted by the MPO Officials Committee on May 17, 2024 and went into effect on July 1, 2024.

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 2025-2028 TIP](#) was adopted by the MPO Officials Committee on May 17, 2024 and will go into effect on October 1, 2023.



SUMMARY OF REQUEST

The proposed Amendment No. 1 to the FY 2025 UPWP includes the following revisions:

- Transit Planning Work Program – 6700

At the time that the FY 2025 UPWP was drafted, NDOT did not have the funding amounts for the Transit Planning Program for FTA Section 5303. StarTran recommended using the previous year's budget numbers and updating them once the information was known. The amendment would include updated funding amounts for Section 5303 in the Transit Planning Program Funding Summary table (Page 52) and the Transit Planning Program Funding by Task table (Page 53). The Transit Planning Program will receive funds through FTA including FTA Section 5303 in the amount of \$181,913. The updated tables are attached.

The proposed Amendment No. 1 to the FY 2025-2028 TIP includes the following revisions to schedules for two Lincoln Transportation and Utilities (LTU) projects:

- Lincoln Transportation and Utilities – Transportation program:
 - South 56th Street, Spruce Street to Van Dorn Street – Reprogram Construction/Construction Engineering phase from Prior Fiscal Years to FY 2025
 - Adams Street, 36th to 49th Streets – Reprogram Construction/Construction Engineering phase from Prior Fiscal Years to FY 2025

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 AND EQUITY CONSIDERATIONS

The proposed TIP amendment affects existing projects in the TIP. Therefore, no congestion management or equity reviews are required.

BUDGET CONSIDERATIONS

The proposed schedule changes for LTU projects in this TIP amendment that will use Lincoln MPO Surface Transportation Block Grant (STBG) funds can be accommodated within a fiscally constrained plan.

B. PROGRAM FUNDING SUMMARY TABLE

**TRANSIT PLANNING PROGRAM
 FUNDING SUMMARY
 F.Y. 2025**

	FTA Section 5303	FTA Section 5307	City of Lincoln	TOTALS
Section 5303	<u>\$181,913</u> 205,644	\$0	\$45,478 51,411	<u>\$227,391</u> 257,055
Section 5307	\$0	\$68,581	\$17,145	\$85,726
TOTALS	<u>\$181,913</u> 205,644	\$68,581	<u>\$62,623</u> 68,566	<u>\$313,117</u> 342,781

Note: ~~The 5303 figure is unknown as of 03/06/2024 as full year appropriation has not yet occurred. The UPWP will be updated once StarTran has 5303 information from NDOT.~~ The 5307 portion is unchanged from last year.

**TRANSIT PLANNING PROGRAM
 FUNDING BY TASK
 F.Y. 2025**

Task	FEDERAL DOLLARS		CITY MATCH		Total
	Section 5303	Section 5307	Section 5303	Section 5307	
44.21.00 Program Support & Administration	<u>54,574,616.93</u>	20,574	<u>13,643,154.23</u>	5,143	<u>93,934,102.834</u>
44.22.00 General Development/Comprehensive Planning	<u>4,548,514.1</u>	1,852	<u>1,137,128.5</u>	463	<u>8,008,741</u>
44.23.02 Long Range Transportation Planning	<u>9,095,102.82</u>	3,429	<u>2,274,257.1</u>	857	<u>15,655,171.39</u>
44.24.00 Short Range Transportation Planning	<u>63,669,719.75</u>	24,003	<u>15,918,179.94</u>	6,001	<u>109,591,119.973</u>
44.25.00 Transportation Improvement Program	<u>4,548,514.1</u>	1,852	<u>1,137,128.5</u>	463	<u>8,008,741</u>
44.26.14 Planning Emphasis Areas	<u>23,650,267.34</u>	8,847	<u>5,912,683</u>	2,212	<u>40,621,444.76</u>
44.27.00 Other Activities	<u>21,829,246.77</u>	8,024	<u>5,457,616.9</u>	2,006	<u>37,316,408.77</u>
TOTALS	<u>\$181,913,205.644</u>	\$68,581	<u>\$45,478,514.11</u>	\$17,145	<u>\$313,117,342.781</u>

Carla Cosier and Raymond Grauf (2024)

Note: ~~The 5303 figure is unknown as of 03/06/2024 as full year appropriation has not yet occurred. The UPWP will be updated once StarTran has 5303 information from NDOT.~~ The 5307 portion is unchanged from last year.

FISCAL YEARS 2025-2028 CITY OF LINCOLN TRANSPORTATION AND UTILITIES - TRANSPORTATION PROGRAM - APPENDIX

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

PROJECT	PHASE	FISCAL YEARS	FS	PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
				FY 2025	FS	FY 2026	FS	FY 2027	FS	FY 2028	FS			
Transportation System Preservation														
Amend (Modify) South 56th Street, Spruce Street to Van Dorn Street - Pavement Repair Project Rehabilitation may include pavement repair, mill and overlay, curb ramp reconstruction and utility adjustments. Approximately 1.2 miles.	PE	212.0	LC											
	PE	53.0	LN											
	ROW	20.0	LC											
	ROW	5.0	LN											
	Const/CE				477.4	LC								
	Const/CE				1,058.2	LC								
	Const/CE				119.4	LN								
	TOTAL		290.0		1,655.0		0.0		0.0		0.0		0.0	1,945.0
C.N. 13433 LCLC-5241(7) Amendment Description: Reprogram Const/CE phase from Prior Fiscal Years to FY 2025 <input type="checkbox"/> New <input type="checkbox"/> Deleted <input checked="" type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> Scope														
Transportation System Optimization														
Amend (Modify) Adams Street, 36th to 49th - Pavement Repair Project Project improvements may include widening, pavement rehabilitation, curb ramp reconstruction and utility adjustments. This project may remove a pedestrian signal at 46th. Approximately 1.0 mile.	PE	288.0	LC											
	PE	72.0	LN											
	ROW	20.0	LC											
	ROW	5.0	LN											
	Const/CE				1,114.6	LC								
	Const/CE				1,256.7	LC								
	Const/CE				278.7	LN								
	TOTAL		385.0		2,650.0		0.0		0.0		0.0		0.0	3,035.0
C.N. 13440 LCLC-5250(4) Amendment Description: Reprogram Const/CE phase from Prior Fiscal Years to FY 2025 <input type="checkbox"/> New <input type="checkbox"/> Deleted <input checked="" type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> Scope														

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

LOCAL FUNDS:
LN (City of Lincoln Funds)



Lincoln MPO Technical Committee Agenda Summary

AGENDA ITEM NO.	4
MEETING DATE	August 8, 2024
REQUEST	VOTE: Amendment No. 1 to the Proposed FY 2025-2028 Transportation Improvement Program (TIP)
ASSOCIATED MEETINGS	None
STAFF CONTACT	Rachel Christopher, rchristopher@lincoln.ne.gov , 402-441-7603
APPLICANT(S)	Marc Rosso, Lincoln Transportation & Utilities, mrosso@lincoln.ne.gov , 531-207-3244 Collin Christopher, Planning Department, cchristopher@lincoln.ne.gov , 402-441-6370
LINK TO MAP	Phase 2 Pilot Project - Standardizing Lincoln's Integrated eConstruction Downtown Corridors and Music District Streetscape Project

RECOMMENDATION: APPROVE THE AMENDMENT TO THE FY 2025-2028 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 2025-2028 TIP](#) was adopted by the MPO Officials Committee on May 17, 2024 and will go into effect on October 1, 2024.

SUMMARY OF REQUEST

The proposed Amendment No. 1 to the FY 2025-2028 TIP includes the following revisions to add two new projects:

Lincoln Transportation and Utilities - Transportation program:

- Phase 2 Pilot Project - Standardizing Lincoln's Integrated eConstruction (SLIC) – Add project and program federal funds

Pedestrian, Bike and Trails program:

- Downtown Corridors and Music District Streetscape Project – Add project and program federal funds

CONFORMANCE WITH 2050 LONG RANGE TRANSPORTATION PLAN

The Phase 2 Pilot Project – SLIC project is under the Transportation System Optimization grouping under Lincoln Transportation and Utilities' (LTU's) TIP program. Optimization projects are considered to be in general conformance with the [Long Range Transportation Plan \(LRTP\)](#).

According to the funding agency, the Housing and Urban Development Department (HUD), the Downtown Corridors project is not required to be listed in the LRTP, but it is required to be listed in the TIP. The project's emphasis on the pedestrian environment and safe crossings in Lincoln's Downtown supports several goals of the LRTP including Livability and Travel Choice, Safety and Security, and Economic Vitality. Therefore, it is found to be in general conformance with the LRTP.

CONGESTION MANAGEMENT AND EQUITY CONSIDERATIONS

Congestion management and equity are review elements applicable to new projects being added to the TIP. Their inclusion was added to the TIP process to address recommendations from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) at the Lincoln MPO's four-year certification review in May 2021. The congestion management and equity review integrates project-level information from the LRTP and MPO Congestion Management Process with proposed additions to the TIP to better inform decision-making. These integrated reviews apply to all TIP programs/projects except Nebraska Department of Transportation (NDOT), Lincoln Airport Authority, and FTA.

Equity is addressed through one of the eight goals of the LRTP, which states, "Transportation investments developed through an inclusive process that promotes equitable outcomes." Areas with Underserved and Overburdened Communities were mapped based on Census inputs including low income, minorities, single heads of household, limited English proficiency, age 65+, disabilities, and zero vehicle households (see attached map). Roadway and trail projects not having committed funding at the time the LRTP was developed were also given scores for each of the eight goals including Equity and a Total score.

Congestion is addressed based on the Lincoln MPO Congestion Management Process (CMP) adopted in May 2020. The CMP provides a systematic approach for managing

congestion by defining a CMP network and identifying strategies to reduce trips and vehicle miles traveled, shift automobile trips to other modes, improve roadway operations, improve infrastructure, and add capacity.

Phase 2 Pilot Project - Standardizing Lincoln's Integrated eConstruction

This project would apply City-wide and would standardize, integrate, and improve accuracy and efficiency in the delivery of infrastructure projects by LTU. It integrates project financial information and tracking of contractor payments and updated project budgets into LTU's existing software systems. This is the second phase of a project that previously appeared in the TIP. Phase 1 of the pilot project was completed in 2023. This amendment allows for continued work on the initiative. This work is funded at 80% by a State Transportation Innovation Council (STIC) discretionary grant and 20% City of Lincoln match along with city staff time as in-kind match. The STIC program is through FHWA administered by NDOT in support of innovative practices.

Congestion Management Process

- Is the project in the Lincoln MPO [CMP Network](#)? *N/A – project applies Citywide*
- Is the project on a high-congestion segment as identified in the [2050 LRTP Appendix E1](#)? (Existing, 2035, or 2050 model years) *N/A – project applies Citywide*
- Identify which Congestion Management Process (CMP) strategies the project supports (see [pages 17-20 of the CMP](#)): *Project will improve facilitation of all congestion management improvement projects under the purview of LTU*

Equity

- Is the project located in an area with High or Moderate to High Overburdened and Underserved Communities? *N/A – project applies Citywide*
- If yes to the previous question, provide explanation of how the project creates a benefit or burden to these communities and ways the project could be modified (if neutral or negative impact): *N/A – project applies Citywide*
- Provide the project's Equity Score and Total Score from [Appendix G of the LRTP](#) (if applicable): *N/A – project is not listed separately in the LRTP*

Downtown Corridors and Music District Streetscape Project

This project will include pedestrian crossing and sidewalk improvements, targeted lane reductions, redesign of on-street parking and related improvements on 9th, 10th, 11th, 14th, O and P Streets in Downtown Lincoln. The project is using a combination of several funding sources including federal Economic Development Initiative - Community Project Funding (CPF) via Congressionally directed spending from the U.S. Department of Housing and Urban Development (HUD), American Rescue Plan Act (ARPA) funds provided to the City of Lincoln and Downtown Lincoln Association, U.S. Economic

Development Association (EDA) funds through the State of Nebraska, along with Tax Increment Financing and other local sources.

Congestion Management Process

- Is the project in the Lincoln MPO [CMP Network](#)? *9th, 10th, and O Streets are in the CMP network; 9th and 10th Streets are identified as Minor Arterials and O Street is identified as National Highway System (NHS) Non-Interstate*
- Is the project on a high-congestion segment as identified in the [2050 LRTP Appendix E1](#)? (Existing, 2035, or 2050 model years) *Portions of 9th, 10th, and O Streets are identified as Congesting and Congested in all three model years*
- Identify which Congestion Management Process (CMP) strategies the project supports (see [pages 17-20 of the CMP](#)): *B.8 Complete Streets, B.10 Improved Safety of Existing Bicycle and Pedestrian Facilities, C.18 Corridor Management, and D.1 Intersection Improvements*

Equity

- Is the project located in an area with High or Moderate to High Overburdened and Underserved Communities? *Project areas are located within or adjusted to Low to Moderate, Moderate to High, and Highest Overburdened and Underserved Areas*
- If yes to the previous question, provide explanation of how the project creates a benefit or burden to these communities and ways the project could be modified (if neutral or negative impact): *This project provides a benefit to the downtown community and the adjacent neighborhoods – most of which are in blighted and underserved areas – by implementing physical, pedestrian-focused streetscape improvements meant to improve the attractiveness, safety, connectivity and overall vibrancy of some of downtown’s most significant street corridors. The improvements will help to better connect residents and employees of the area to critical downtown services and catalyze additional private reinvestment and economic development.*
- Provide the project’s Equity Score and Total Score from [Appendix G of the LRTP](#) (if applicable): *N/A – project is not listed in the LRTP*

FISCAL YEARS 2025-2028 CITY OF LINCOLN TRANSPORTATION AND UTILITIES - TRANSPORTATION PROGRAM - APPENDIX

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

PROJECT	PHASE	PRIOR FISCAL YEARS	PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS		
			FS	FY 2025	FS	FY 2026	FS	FY 2027	FS	FY 2028				
<u>Transportation System Optimization</u>														
Amend (Add)	Phase 2 Pilot Project - Standardizing Lincoln's Integrated eConstruction (SLIC)													
	The Standardizing Lincoln's Integrated eConstruction (SLIC) effort has produced and deployed a technology framework for tracking the delivery of infrastructure projects for LTU. Phase 2 will include detailed documentation of workflows required to share information with the City's current financial tracking software, evaluate schema for area-based construction elements, and summarize data in a final report documenting costs, benefits, and lessons learned.													
			Other				125.0	STIC						
			Other				31.3	LN						
			Other				15.0	OF						
		C.N. 01042	STIC-STWD(193)	TOTAL	0.0		171.3		0.0		0.0		0.0	171.3
Amendment Description: Add project and program federal funds														
<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> Scope <input type="checkbox"/> Other														

FEDERAL-AID FUNDS:
 STIC (State Transportation Innovation Council)

LOCAL FUNDS:
 LN (City of Lincoln Funds)
 OF (Other Funds - In-Kind Local Match)

FISCAL YEARS 2025-2028 PEDESTRIAN, BIKE & TRAILS PROGRAM

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

PROJECT	PHASE	PRIORITY PROJECTS										COST BEYOND PROGRAM	TOTAL PROJECT COSTS		
		PRIOR FISCAL YEARS		FY 2025		FY 2026		FY 2027		FY 2028					
City of Lincoln Parks & Recreation Department															
Beal Slough Trail Project															
Trail project to extend southeasterly along the Beal Slough Channel from 56th Street & London Street & London Road to 70th Street & Yankee hill Road. The trail will be on city owned property to Pine Lake Road where it will connect with an underpass at Pine Lake Road (included with the street project). The trail will continue southeast parallel to the railroad and the Beal Slough Channel, connecting to 70th Street. Ten foot concrete trail on 20 foot right-of-way. Total 2.22 miles.		PE	265.5	TA											
		PE	66.4	LN											
		ROW	213.7	TA											
		ROW	53.4	LN											
		Construction			958.3	TA									
		Construction			239.6	LN									
		CE			143.8	TA									
		CE			35.9	LN									
	C.N. 13366	TAP-55(182)	TOTAL	599.0		1,377.6		0.0		0.0		0.0	0.0	1,976.6	
Fletcher Landmark Trail															
Trail project for concrete trail to follow primarily alongside Fletcher Street from N. 14th Street 27th Street.		PE	265.5	TA											
		PE	66.4	LN											
		ROW	213.7	TA											
		ROW	53.4	LN											
		Utilities/Construction	846.0	TA											
		Utilities/Construction	211.5	LN											
		CE	126.9	TA											
		CE	31.7	LN											
	C.N. 13442	TAP-55(186)	TOTAL	1,815.1		0.0		0.0		0.0		0.0	0.0	1,815.1	
Wilderness Hills Trail															
Continuing the Tierra Williamsburg trail from about 37th and Yankee Hill Rd south approximately .75 mile where it will branch off in two segments, one leading east to an underpass of S. 40th Street, the other southwest to an underpass of Rokeby Road.		PE			87.5	OF									
		PE			21.8	LN									
		ROW					27.4	OF							
		Utilities					36.5	OF							
		Construction							767.5	OF					
		CE							109.3	OF					
		TOTAL	0.0		109.3		63.9		876.8			0.0		1,050.0	
Waterford Trail															
Starting with a trail connection at 84th St. Trail at 84th St. and College Park Rd., this new 10' wide trail will generally extend NE through Southeast Community College and Waterford Estates until reaching its terminus at 104th St. and Holdrege St.		PE	278.3	TA											
		PE	69.6	LN											
		ROW/Utilities			347.8	TA									
		ROW/Utilities			86.9	LN									
		Const/CE					1,567.8	TA							
		Const/CE					391.9	LN							
	C.N. 13554	TAP-55(192)	TOTAL	347.9		434.7		1,959.7		0.0		0.0	0.0	2,742.3	
Rock Island Trail Undercrossing at Old Cheney Road															
This project will provide a grade separated crossing of the Rock Island Trail at Old Cheney Road by constructing an undercrossing of the roadway. The crossing will be located in the approximate alignment of the existing trail and connections to the sidewalks on each side of Old Cheney will be required. The project is anticipated to require some ROW acquisition.		PE	174.4	CRP											
		PE	43.6	LN											
		ROW/Utilities			43.2	CRP									
		ROW/Utilities			10.8	LN									
		Const/CE					1,611.2	CRP							
		Const/CE					402.8	LN							
		TOTAL	218.0		54.0		2,014.0		0.0			0.0		2,286.0	

FISCAL YEARS 2025-2028 PEDESTRIAN, BIKE & TRAILS PROGRAM

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

PROJECT	PHASE	PRIOR		PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS		
		FISCAL YEARS	FS	FY 2025	FS	FY 2026	FS	FY 2027	FS	FY 2028	FS				
Rock Island Trail Widening - A Street to Boosalis Trail															
The Rock Island Trail between A Street and Nebraska Parkway is one of the busiest trail segments in Lincoln. Having been one of the first segments constructed, it is also built to a standard that is no longer adequate for the 1,000 trips per day it experiences. This project would remove the existing 8 foot wide concrete trail and replace it with an 11 foot wide, 5" thick concrete trail. This project would also include the replacement of a pedestrian/bicycle bridge over Garfield Street.	PE	206.5	CRP												
	PE	51.6	LN												
	Const/CE			1,830.9	CRP										
	Const/CE			457.7	LN										
TOTAL		258.1		2,288.6		0.0		0.0		0.0		0.0	2,546.7		
Lincoln/Lancaster County Planning Department															
B Street Bicycle Boulevard															
Bicycle boulevard pavement markings and signage on B Street from 11th to 26th Street and 26th Street and 26th Street from A to B Streets, bump outs at 11th and 12th Streets, and a sidepath on A Street from 26th to 27th Streets.	PE	24.2	LN												
	PE	50.4	CDBG												
	Const/CE			289.8	CDBG										
	Const/CE			130.9	TA										
Const/CE			26.6	LN											
TOTAL		74.6		447.3		0.0		0.0		0.0		0.0	521.9		
Lincoln Transportation & Utilities Department															
Multimodal Transportation Center - Active Transportation Enhancements															
Mobility improvements for future transit center to include potential enhancements such as such as bike parking, scooter and bike share station, enhanced sidewalks and lighting, sidepath connections, and improved crossings at 9th and 10th Streets.	PE			172.0	CRP										
	PE			43.0	LN										
	Const/CE			257.6	CRP	119.1	CRP	612.6	CRP						
	Const/CE			64.4	LN	29.8	LN	153.1	LN						
TOTAL		0.0		537.1		148.9		765.7		0.0		0.0	1,451.7		
Amend (Add)	Lincoln Urban Development Department														
Downtown Corridors and Music District Streetscape Project															
Pedestrian crossing and sidewalk improvements, targeted lane reductions, and redesign of on-street parking areas on 9th, 10th, 11th, 14th, O and P Streets as identified in the Greater Downtown Principal Corridors Redevelopment Plan. The expenditures shown do not include additional ARPA funds anticipated to be directed towards the 14th Street/ Music District portion of the project.	PE	2,800.0	LN												
	Const/CE			4,000.0	CPF										
	Const/CE			2,250.0	ARPA										
	Const/CE			1,000.0	EDA										
Const/CE			11,505.9	LN											
TOTAL		2,800.0		18,755.9		0.0		0.0		0.0		0.0	21,555.9		
Amendment Description: Add project and program federal funds															
<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> Scope <input type="checkbox"/> Other															

FISCAL YEARS 2025-2028 PEDESTRIAN, BIKE & TRAILS PROGRAM

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

PROJECT	PHASE	PRIORITY PROJECTS										COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		PRIOR FISCAL YEARS		FY 2025		FY 2026		FY 2027		FY 2028			
		FS	FS	FS	FS	FS	FS	FS	FS	FS	FS		
City of Hickman													
Scott's Creek Trail													
The proposed project is the construction of a trail on City-owned land in an established easement. The new trail will extend a total of 1,250 linear feet north and east from Hickman Road before tying into the pedestrian underpass underneath S. 68th Street. It will then continue east from S. 68th Street before terminating by tying into existing sidewalk north of Prairie View Lane. The trail will be 10' wide and constructed of concrete.													
	PE			32.0	RTP								
	PE			8.0	HIC								
	Const/CE			100.0	RTP								
	Const/CE			25.0	HIC								
TOTAL		0.0	165.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	165.0
FUNDING SUMMARY													
FEDERAL FUNDS													
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	132.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		2,209.6	1,580.8	1,567.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		50.4	289.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		380.9	2,303.7	1,730.3	612.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	4,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	2,250.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	1,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SUB-TOTAL FEDERAL FUNDING		2,640.9	11,556.3	3,298.1	612.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18,107.9
STATE FUNDS													
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SUB-TOTAL STATE FUNDING		0.0	4,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4,000.0
LOCAL FUNDS													
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		3,471.8	12,492.6	824.5	153.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	33.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	87.5	63.9	876.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SUB-TOTAL LOCAL FUNDING		3,471.8	12,613.1	888.4	1,029.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18,003.2

STATUS OF PREVIOUS YEARS PROJECTS

Projects Completed or Under Contract



Lincoln MPO Technical Committee Agenda Summary

AGENDA ITEM NO.	5
MEETING DATE	August 8, 2024
REQUEST	VOTE: Review and action on revisions to the Lincoln MPO Guidelines for Modifying the Transportation Improvement Program
ASSOCIATED MEETINGS	This proposal was sent to the MPO Programming and Funding Subcommittee on July 23, 2024; no comments have been received to-date
STAFF CONTACT	Rachel Christopher, rchristopher@lincoln.ne.gov , 402-441-7603

RECOMMENDATION: APPROVE REVISIONS TO THE MPO GUIDELINES FOR MODIFYING THE TRANSPORTATION IMPROVEMENT PROGRAM

BACKGROUND

The [Lincoln Metropolitan Planning Organization \(MPO\) Guidelines for Modifying the Transportation Improvement Program](#) (TIP) describe the processes and thresholds for how the MPO makes revisions to the TIP through two methods: formal amendment and administrative modification as described in 23 CFR 450.326. Formal amendments are made for significant revisions to the TIP and have public hearing and action by the MPO Technical and Officials Committees followed by approval from the Nebraska Department of Transportation (NDOT), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). In contrast, administrative modifications for minor revisions are processed by MPO staff with concurrency from NDOT. The MPO Guidelines for Modifying the TIP meet the thresholds identified in the “Guidelines for Development of the Nebraska Statewide Transportation Improvement Program (STIP)”. The MPO’s Guidelines were adopted in 2011.

SUMMARY OF REQUEST

Revisions to the MPO Guidelines are proposed to follow approval of updated STIP Guidelines by NDOT and FHWA on July 11, 2024. The revisions would allow for additional types of changes to the TIP to be processed by administrative modification rather than amendment. The MPO proposes to follow the revised STIP Guidelines. Greater flexibility

in administrative processes will help address continued trends in rising project costs and inflation, while preserving the use of a public process for significant TIP changes.

The proposed changes include the following new allowances for administrative modifications:

- Raise the amendment threshold for cost increases to the federal-aid amount from 20% or \$2 million, whichever is greater to 20% or \$5 million, whichever is greater (all other cost changes below this threshold could be done by administrative modification);
- Allow changes from one federal funding source to another or adding a federal funding source, including converting federal funds to Advanced Construction (AC) by administrative modification;
- Remove the requirement that changes to project termini greater than 0.25 mile require an amendment and instead allow minor termini and scope changes by administrative modification as long as they conform with the Long Range Transportation Plan (LRTP).
- In addition to the above changes that mirror the updated STIP guidelines, one additional revision is proposed. The Lincoln MPO Guidelines include a provision that a project already programmed in the TIP can be split into multiple projects by administrative modification. It is proposed to also allow projects to be combined as long as they will be completed under a single federal environmental review process and/or scope. The combining of projects could not be used as a way to bypass the TIP Group Project Listings allowances or any other changes that would otherwise require an amendment.

New projects added to the TIP as well as significant changes to existing programmed project termini, scope, and cost would require a full amendment with approval by the MPO Technical and Officials Committees, State of Nebraska, FHWA and FTA.

The proposed revised Guidelines are attached.



December 7, 2011 **NEW APPROVAL DATE**

Lincoln Metropolitan Planning Organization Guidelines for Modifying the Transportation Improvement Program

- Formal amendments
- Administrative modifications

Transportation Improvement Program (TIP) revisions are changes to the TIP that occur between annual updates. From time to time, the TIP must be updated to add, modify or delete individual projects. According to Federal regulations (23 CFR § 450.326), modifications (*revisions*) to the TIP can be made through two methods: **formal amendment** and **administrative modification**.

TIP Revisions – Amendments & Administrative Modifications

- *Formal Amendments* are major revisions which require official approval by the MPO Policy Committee (Lincoln MPO Officials Committee) and submission to the Nebraska Department of [Roads-Transportation](#) for approval.
- *Administrative Modifications* are minor revisions which can simply be made to a project already included in the TIP by Lincoln MPO staff. Administrative modifications do not require public review and comment but notification and concurrence with NDOR~~T~~ of these changes will allow these changes to be included in the STIP.

Formal Amendments

Formal amendments are proposed TIP changes that meet one or more of the following criteria:

- **Addition or deletion of any project**–
 - Any project schedule change that moves a project into or out of the four approved
 - Federal Fiscal Years of the TIP (except as noted in **administrative modifications**).
- **Scope and termini changes** –
 - Significant changes to project scope as shown in the approved TIP will require an amendment (e.g., changing the number of through traffic lanes or removal of bicycle/pedestrian elements).
 - Project termini changes ~~that require an LRTP conformity determination or are~~ not consistent with the Long Range plan will require an amendment.

- **Financial changes –**

- Major changes in a project's total programmed amount of federal aid funds greater than 20% or \$52 million (whichever is greater). Anything less can be processed with an administrative modification.
- ~~○ A major change in the programmed amount will trigger a new fiscal constraint determination.~~
- ~~○ Any project changes using suballocated or special appropriated federal funds. Suballocated federal funds are those the MPO has primary authority to determine or select projects that will receive federal funding according to federal rules.~~

- ~~• **Funding sources–**~~

- ~~○ Adding or changing federal funding sources from one federal funding category to another.~~
- ~~○ Converting all or part of Advanced Construction (AC) project funding to federal funding sources.~~

- **Social and environmental impact analysis–**

- Changes to any project that would negatively affect the approved Social and Environmental Impact Analysis.

Further review may be necessary when a revision to the federal or local funding commitment of a programmed project is interpreted to be a change large enough to trigger a new fiscal constraint determination. Further review may also be required when the supporting documentation suggests the proposed revision will result in significant impacts to the LRTP, the Environmental, Social and Cultural Assessment or Financial constraint determination.

Formal amendments are processed through the MPO Technical Advisory Committee and must be submitted in sufficient time for staff review prior to posting the next meeting agenda. All information will be shared with the Technical Committee and public according to the [Public Participation Plan](#). All formal amendments will be recommended to the Officials Committee. Information on TIP modifications will be provided to all appropriate state and federal agencies and posted on the [MPO web page](#).

Administrative Modifications

Administrative modifications include all revisions that are not formal amendments. These modifications usually involve, but are not limited to:

- **Minor description ~~or termini~~ changes –**

- Minor changes are those which do not impact travel demand models, consistency with the LRTP or approved Social and Environmental Impact Analysis.
- Change title or project description to provide greater clarity.
- Change in the project number or NDO~~RT~~ Control Number.

- Typographical error or other misinterpretation of project descriptions.
- **Financial changes –**
 - Minor changes in a project's total programmed amount of federal aid funds less than 20% or \$52 million (whichever is greater).
 - A minor change will not trigger a new fiscal constraint determination.
- **Shifting funds –**
 - ~~Changes in schedules to projects which are included in the first four years of the TIP~~Moving programmed funds between years within the first four federal fiscal years of the approved TIP while maintaining the fiscal constraint determination.
 - Change local funding commitment while maintaining the appropriate local match.
- **Federal funding source Changes –**
 - ~~Changing the federal funding source within a program (e.g., changing the source of federal funds from STP-rural to STP-urban). This does not apply to projects utilizing sub-allocated funds. Adding federal funding or changing from one federal funding category to another, including converting from Advanced Construction (AC).~~
- **Scope and termini changes –**
 - Minor changes to project scope and termini as shown in the approved TIP. Termini may change as long as it does not significantly affect the Scope.
- **Splitting and combining projects –**
 - The splitting of a project entry already in the TIP, or breaking out another project or phase from the original entry is an acceptable modification as well as combining two or more project entries already in the TIP if they will be completed under a single federal environmental review process, if applicable, or as part of the same project scope. The intent of these adjustments is not to add a new project that is inconsistent with the program, as identified by the original TIP entry, or to remove a project, but to facilitate the implementation of the original TIP entry/entries. The combining of projects is not intended to establish new Group Project Listings beyond those set forth in the MPO Group Project Listing Administrative Modification Process.
- **Removing a completed project–**
 - A project that is reported as obligated or completed in a previous fiscal year may be removed and listed under the completed project listing.

Administrative modifications are processed by the Lincoln MPO staff within two weeks of receiving all necessary information. Administrative revisions are subject to approval by the Planning director and do not require committee review or approval.

To process administrative modifications, MPO staff will:

- Enter the requested modifications into the project database and map as necessary.
- Prepare and publish an updated TIP project listing.
- Notify the Nebraska Department of Roads-Transportation and request that modifications be included in the State Transportation Improvement Program (STIP).
- A summary of administrative modification activity report will be prepared for the MPO Technical and Officials Committees and posted on the MPO web page.

Any request processed as an administrative modification must be noncontroversial in nature. The Lincoln MPO retains the right to require a formal amendment for any proposed modification to the TIP that, in the opinion of staff, requires public review and the formal endorsement of the MPO Technical and Officials Committee.

Schedule for TIP

TIP *Updates* and *Amendments* require public review and comment, a demonstration of fiscal constraint, approval by the MPO Officials Committee and review/concurrence by the Nebraska Department of Roads-Transportation then subsequent approval by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Annual TIP Updates and TIP Amendments that are incorporated into the TIP, become effective following FHWA and FTA approval.

TIP Update Cycle: The TIP is updated annually to coincide with the annual update cycle established for the STIP per Nebraska Department of Roads-Transportation process.

An Out-of-Cycle TIP Amendment: An amendment process is established for the situations where amendments are required to be processed outside of the annual update cycle. The following steps must be followed.

1. The lead agency requesting the amendment is to send a formal request for an amendment to MPO. The request is to include the project description and scope (ie, type of work, termini, and length), project number, costs and funding sources, amount of Federal funds proposed to be obligated for each program year, and the reason(s) for the amendment. This should include an examination on the project's conformity to the Metropolitan Transportation Plan and a fiscal constraint assessment (ie; will this effect other projects in the TIP).
2. Formal requests will undergo public review and comment, a fiscal constraint assessment, and a Metropolitan Transportation Plan conformity review by the MPO Technical Committee and upon approval, are recommended to the MPO Officials Committee.
3. Recommended amendments will be reviewed by the Officials Committee and upon approval, the project will be amended to the TIP and included in the

STIP by reference upon NDOR~~I~~ notification to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

This TIP revision process meets the NDOR~~I~~ thresholds as identified in the **“Guidelines for Development of the Nebraska Statewide Transportation Improvement Program (STIP)”** which can be accessed through this link:
<https://dot.nebraska.gov/media/21hc2mkm/stip-pd-guidelines.pdf>
<http://www.dor.state.ne.us/STIP/docs/STIP-pd-guidelines.pdf>.

https://linclanc.sharepoint.com/sites/PlanningDept-MPO/Shared Documents/MPO/TIP/Revision Process/TIP Revision Process 2024/TIP Revision Process_071224_Draft.docx