

## MEETING RECORD

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

**NAME OF GROUP:** OFFICIALS COMMITTEE MEETING

**DATE, TIME AND PLACE OF MEETING:** May 17, 2021, 1:00 p.m., City Council Chambers, County-City Building, 555 S. 10<sup>th</sup> Street, Lincoln, NE

**MEMBERS AND OTHERS IN ATTENDANCE:** Roma Amundson, Mayor Leirion Gaylor Baird, Ryan Huff, Richard Meginnis and Rick Vest; James Michael Bowers absent. David Cary, Paul Barnes, Allan Zafft, Kellee Van Bruggen and Teresa McKinstry of the Planning Department; Elizabeth Elliott of Lincoln Transportation and Utilities; Jenny Young from Felsburg, Holt & Ullevig appeared online via © Zoom Video Communications; and other interested citizens.

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

Vest then called for a motion approving the minutes of the regular meeting held February 24, 2021. Motion for approval made by Mayor Gaylor Baird, seconded by Amundson and carried 5-0: Amundson, Mayor Gaylor Baird, Huff, Meginnis and Vest voting 'yes'; Bowers absent.

### **REVIEW AND ACTION ON REVISIONS TO THE FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP); A) NEBRASKA DEPARTMENT OF TRANSPORTATION – ADD A PROJECT AND PROGRAM FEDERAL FUNDS FOR PAVEMENT MARKING UPGRADES ON N-2:**

Allan Zafft stated that the Nebraska Dept. of Transportation requested to add a project for pavement marking upgrades on Nebraska Highway 2. Highway 2 is in our district. This is a \$3.2 million dollar project. They will be advertising for bids in September 2021. The Technical Committee recommended approval.

#### **ACTION:**

Meginnis moved approval of the amendment to the FY 2021-2024 Transportation Improvement Program to add: Nebraska Highway Dept. of Transportation – add project and Federal funds for pavement marking upgrades on N-2, seconded by Amundson.

Mayor Gaylor Baird would like Zafft to further clarify his comment in the staff report of 'no budget considerations'. Zafft stated this relates to a fiscally constrained project. There is no change in the funding part of plan.

Motion for approval carried 5-0: Amundson, Mayor Gaylor Baird, Huff, Meginnis and Vest voting 'yes'; Bowers absent.

**REVIEW AND ACTION ON REVISIONS TO THE LINCOLN MPO 2040 LONG RANGE TRANSPORTATION PLAN – 2016 UPDATE (LRTP); A) NW 56<sup>TH</sup> STREET, I-80 TO W. HOLDREGE STREET – ADD PROJECT:**

Zafft explained this is an amendment to the current LRTP. This was at the request of Lancaster County to add a project on NW. 56<sup>th</sup> Street from I-80 to W. Holdrege Street. They would like to begin design on this project. The Technical Committee recommended approval.

Amundson inquired when the high school will be complete. Zafft stated that Federal funds for design have been identified. Construction is to be determined. Vest noted this puts the design phase into the current TIP. He believes it is good to be in front of this.

Meginnis asked if this project will pave the road from I-80 to Holdrege. Zafft said yes.

Meginnis inquired if paving the road is something that is being worked on now. Zafft is unsure. Paul Barnes stated that as far as access to the new high school site, this would make it eligible to be improved. Vest thinks the road improvements now might be related to roundabouts.

David Cary noted the high school project is not connected to NW. 56<sup>th</sup> Street. There is some land that might be part of a future project, but not this. The Vine Street connection makes this not immediate. Vest believes this will cover the ground work and engineering work so when the time arrives, this can be done.

**ACTION:**

Meginnis moved approval of the amendment to the Lincoln MPO 2040 Long Range Transportation Plan – 2016 Update to add: NW. 56<sup>th</sup> Street, I-80 to W. Holdrege Street, seconded by Amundson and carried 5-0: Amundson, Mayor Gaylor Baird, Huff, Meginnis and Vest voting 'yes'; Bowers absent.

**REVIEW AND ACTION ON THE PROPOSED FY 2021-2022 UNIFIED PLANNING WORK PROGRAM (UPWP):**

Zafft stated this is an annual document for the MPO which outlines our planning efforts. This also includes planning tasks that StarTran takes to meet Federal requirements. Highlights for the upcoming fiscal year is the update of the LRTP and StarTran updating their plan. The MPO Administration Committee reviewed a preliminary version of the document. Technical Committee recommending approval.

**ACTION:**

Meginnis moved approval of the FY 2021-2022 Unified Planning Work Program, seconded by Amundson and carried 5-0: Amundson, Mayor Gaylor Baird, Huff, Meginnis and Vest voting 'yes'; Bowers absent.

**REVIEW AND ACTION ON THE 2021 SELF-CERTIFICATION REVIEW:**

Zafft stated this is the 2021 review. This is where the Lincoln MPO and NDOT must submit an annual certification to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). This is submitted along with the TIP. We indicate how we meet each of the requirements in the certification statement. The Lincoln MPO had its federal certification review on May 5-6. This occurs every four years. FHWA and FTA staff meet with MPO staff and review our procedures. There were no corrective actions required. We received three or four noteworthy practices and about seven recommendations. This assures that we are meeting requirements. The Technical Committee recommended approval.

**ACTION:**

Amundson moved approval of the 2021 Self-Certification Review, seconded by Meginnis and carried 5-0: Amundson, Mayor Gaylor Baird, Huff, Meginnis and Vest voting 'yes'; Bowers absent.

**REVIEW AND ACTION ON THE PROPOSED FY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP):**

Zafft stated the proposed TIP is a four year program. This includes all transportation projects that include Federal funds. Requests were sent to member agencies to submit their new and existing projects for the new TIP. He created a draft. The MPO Project Selection Committee reviews the preliminary TIP. They convened four times. They expressed support of the TIP. There was a public hearing at Planning Commission. They recommended approval of the new TIP as well. This was reviewed by the Technical Committee and they recommended approval. This was out for public review and comment. The State added three projects. Lancaster County has two projects (98<sup>th</sup> Street) that added additional funds. Lincoln Transportation and Utilities (LTU) has nine projects under preservation that are using Federal funds and six under optimization. StarTran will be replacing 14 buses, adding recharging stations and replacing some vehicles.

Amundson attended Technical Committee. She was pleased there is money for 98<sup>th</sup> street. S. 98<sup>th</sup> Street is a major project. There is a time limit. It needs to be constructed by 2030. It has to be designed yet.

Vest commended Zafft for a very complete report. He appreciates the attention to this. There is a lot of detail.

**ACTION:**

Amundson moved approval of the FY 2022-2025 Transportation Improvement Program, seconded by Mayor Gaylor Baird and carried 5-0: Amundson, Mayor Gaylor Baird, Huff, Meginnis and Vest voting 'yes'; Bowers absent.

**REPORT ON THE 2050 LONG RANGE TRANSPORTATION PLAN:**

Zafft stated that a summary was sent out last week. The consultant Jenny Young with Felsburg Holt & Ullevig will give a presentation via Zoom.

Jenny Young stated that Zafft has been keeping everyone updated over the last year of the LRTP update. Completed tasks are that we have refined the transportation goals and performance measures. We have updated the Travel Demand Model. We have completed a needs assessment. We have gone through identifying and prioritizing projects for roadways and trails. We have done the first two phases of public engagement. We are working through revenue forecasts and revenue allocation scenarios now. We anticipate having a more robust conversation regarding this at the next meeting in June. After the fiscally constrained plan is in place, we can conduct the Travel Demand Model run and air quality analysis. Phase three of public outreach will include the draft LRTP. Phase two included a virtual public meeting, an online survey, focus group meetings and social media posts with eblasts. One question asked on social media and the survey was how would you spend \$100.00. She showed the results. The highest percentage is going to maintaining existing streets and bridges. The second highest answer was to construct new trails. These answers are taken into consideration as we are development the scenarios. We also asked them to pick their five most important projects. The same question was asked about Lancaster County roadway projects. There were 80 county projects. 76 received at least one vote. She wanted to give some context on the project categories. There are a variety of categories and activities. A pool of funding will be allocated to these categories. She explained how they allocate for the projects. There are evaluation criteria weights. They are different depending on Lincoln, Lancaster County or trails. This recognizes these are different. The community input score is taken into account. A total score is given for each project. She showed the top five projects for Lincoln and Lancaster County, and the top five trail projects. She wanted to give an understanding of the range of funding sources. We are looking at local funding sources and also at all State and Federal funding opportunities. As the forecasts are developed, we look back at how much funding has been allotted over the last five years for funding trends. We also look at transit and trail funding sources. The revenue forecasts start with 2022. We apply an annual growth rate and calculate how much funding this will need for 2022-2050. Some of the money is either restricted to particular types of projects such as FTA funds that must be used on transit, and then we have revenue sources that have commitments to specific types or projects. The historic allocation to transit and trails will continue as a baseline. This leaves funds that are flexible. STP is about \$200 million. Funds that must be used in Lincoln are wheel tax, general funds and highway allocation funds. There has been a lot of discussion with the LRTP Oversight Committee and Technical Committee regarding STP funds. This is a 70/30 split, 70 to Lincoln and 30 to Lancaster County. We recommended 20 percent of the Lancaster County money go to projects in the three mile area. This leaves about \$1.48 billion that must be used in Lincoln. There are three different allocation scenarios. There is a base scenario, scenario A and B. She pointed out these scenarios were developed based on focus group and survey input, as well as in close coordination with the LRTP Oversight Committee and Technical Committee. She wanted to give a feel for how the committed and restricted funds are allocated. This is money that can't be moved. Then there are flexible funds. She showed different scenarios for the funding allocation. Scenario A uses \$140 million for increased allocation to road and bridge rehabilitation, trail rehabilitation, and ITS and Technology. Scenario B takes a little different approach. It takes \$84 million and assigns a portion to transit, on-street bike, trail rehabilitation and sidewalk rehabilitation. They focus the remaining flexible funds of \$56 million on roadway growth projects. We will be working to define what can be accomplished annually within each of the three scenarios. We will work through the scenarios with the Technical Committee chairs. This will be back before Technical Committee on June 21, 2021 and Officials Committee on June 24, 2021.

Zafft will send out the presentation to Officials Committee members for further review. There will be another document sent out before the next meeting as well.

Vest inquired if improvements on Cornhusker Highway are separate from the Railroad Transportation Safety District (RTSD) work or if they are in conjunction. He is curious how they fit together. Zafft responded this will coordinate with that project.

Vest thanked staff for their time.

There being no further business, the meeting was adjourned at 2:00 p.m.

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