



Lincoln Metropolitan Planning Organization

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

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

Date: July 20, 2021

Time: 3:30 p.m. – 4:00 p.m.

Place: Council Chambers, County-City Building

Meeting Agenda:

Roll call and acknowledge the “Nebraska Open Meeting Act”

1. Review and action on the draft minutes of the [June 24, 2021](#) Officials Committee meeting
2. [Review and action](#) on revisions to the [FY 2021-2024 Transportation Improvement Program](#)
 - a. N-2 & US-77 (pavement marking project): Revise the programming for Construction/Construction Engineering phase to add a federal funding source and change US-75 to US-77
3. Other topics for discussion

ACCOMMODATION NOTICE

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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: June 24, 2021, 1:00 p.m., City Council Chambers, County-City Building, 555 S. 10th Street, Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: Mayor Leirion Gaylor Baird, Ryan Huff, Deb Schorr and Rick Vest; Richard Meginnis and Tammy Ward absent. David Cary, Paul Barnes, Allan Zafft, Kellee Van Bruggen and Teresa McKinstry of the Planning Department; Pam Dingman, Lancaster County Engineer; 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 May 17, 2021. Motion for approval made by Mayor Gaylor Baird, seconded by Huff and carried 3-0: Mayor Gaylor Baird, Huff and Vest voting 'yes'; Schorr abstaining; Meginnis and Ward absent.

REPORT ON 2050 LONG RANGE TRANSPORTATION PLAN:

Jenny Young appeared. She presented an overview of the schedule for the development of the 2050 Long Range Transportation Plan (LRTP). The MPO Technical Committee met earlier this week to discuss the recommended resource allocation scenario. This is fundamental to establish a fiscally constrained plan. Staff has been working on developing the draft document over the last month. She would like to receive input on the proposed recommended resource allocation scenario. The last time the work on the LRTP was presented to this group, she talked about some resource allocations. The requirement regarding revenue is that the Metropolitan Planning Organization (MPO) looks at what can be reasonably expected. They start with the base year of 2022 and apply an annual growth rate. There is \$4,524.81 million of total revenues, less committed and restricted funds of \$2,989.93 million which leaves \$1,534.87 million of remaining flexible funds. A portion of the remaining flexible funds of \$239.24 million has full flexibility and \$1,463.09 million must be used in Lincoln. The recommended resource allocation was arrived at based on analysis, community input and coordination with the Project Oversight Committee, the Community Committee and the Technical Committee. She showed an overview of the recommended resource allocation. 70 percent of the STP funds go to Lincoln and 30 percent to

Lancaster County. There are five basic categories of Nebraska Dept. of Transportation (NDOT); Lancaster County Roadways; Lincoln Roadways; Trails, Bikes and Ped; and Transit. There are NDOT projects identified in the LRTP total over \$612 million. \$415 million in State and Federal funding is dedicated to the NDOT Highways Program. A requirement of the LRTP is that we look at the year of expenditure cost. Based on the high level of construction cost increase in recent years, we are looking at a pretty hefty annual inflation rate of 10% in the first five years and tapering off to 7% in the next five years and leveling off to 5% for the remaining years of the 2050 plan. We take this into account when we look at how many projects can be done over the life of the plan. The NDOT plan doesn't have enough to fund all ten projects. They will be listed in terms of priority. First on the list is the South Beltway, second is the West Beltway. These are both committed. The rest are shown in in priority order. Lancaster County Rural Roads program has three categories. Capital Projects is around \$188 million. There is \$258 million in Pavement Maintenance and Pipes, and \$392 million in Operations and Maintenance. They anticipate being able to fund 27 out of 81 projects. For the Lincoln Urban Area Program, revenue forecasts are not enough to address all the transportation needs in Lincoln. They have heard consistently from the community that maintaining existing streets and bridges is a priority. Lincoln Transportation and Utilities (LTU) Operations and Maintenance funding needs for the Operations and Maintenance Program exceed funding projections in the 2040 LRTP – 2016 Update. The 2040 plan assumes an annual inflation rate of 2.5%. The current estimate is 2.75 % based on increasing costs the past five years. \$1.08 billion is needed to fully fund Operations and Maintenance through 2050. For the Road and Bridge Rehabilitation Program, \$518 million is needed and for Studies, PE, ROW and Statutorily Required Records, \$91 million is needed to fully fund staff functions. The LRTP identifies 116 capital projects totaling over \$1.7 billion in need. The recommended resource allocation includes \$500 million. That is entirely committed funding. This funds 44 projects and the remaining 72 projects go unfunded. A comparison was done of the revenue forecasts. The Lincoln On The Move (LOTM) and Highway allocation Bond will allow the City to construct more projects in the first four years. She showed a map of the fiscally constrained roadway capital projects. A lot of these will be funded by LOTM or in combination with the Highway Allocation Bond. There will be some funding gaps in other program areas. \$17 million could fund 2.4 miles of 2 plus 1 projects done opportunistically with rehabilitation. About ten of the 14 miles would remain unfunded. ITS & Technology includes around \$59 million allocation for continuation of existing programs. It would not support large capital costs to invest in new technologies. The East Beltway Preservation pool of funds includes \$23 million to preserve a portion of the 960 acres of land needed. This includes Lincoln funds and Lancaster County Keno funds. For Trails, Bikes and Pedestrian, trail projects include a \$28 million allocation that would fund 30 out of 64 trail projects. Trail Rehabilitation has \$14 million that could reconstruct 16 miles of trails. 100 miles of concrete trails will reach their 50 years life expectancy by 2050. She showed a map of the fiscally constrained trail projects. The On-Street Bike Program would include an allocation of around \$6.5 million. This could re-stripe around 35 miles of bike lanes. This falls short of the 100 miles of proposed bikeways and intersection crossing improvements in the Lincoln Bike Plan. Pedestrian and TDM is around \$37 million which could replace 46 miles of

sidewalks. The last two categories are the Rail Crossing Program of \$236 million of committed funding that is anticipated to address high priority crossing improvements, but not full program needs. Transit is a \$667 million allocation which will allow for continuation of StarTran's current service levels. This will not enable service extensions and wouldn't allow for a pool of funds to be used for federal fund matching. As we looked at all these areas, we looked at a couple of different scenarios. The base revenue only includes the sales tax in the first four years of the plan. We looked if the ¼ cent sales tax were continued through 2050. There would be \$380 million in additional revenue. This could construct 30 additional roadway projects or rehab an additional 210 lanes miles of roadways. If this were increased to ½ cent sales tax, there would be \$760 million additional revenue. An additional 60 roadways capital projects could be constructed or an additional 420 lane miles of roadways could be rehabilitated. This was presented to the Technical Committee. The group acknowledged the funding gap is significant. The Technical Committee recommended that the LRTP be used as a call to action to seek additional transportation funding. They agreed that the LOTM ¼ cents sales tax has allowed for significant improvements. We heard about the growing needs of roads from Waverly and Hickman into Lincoln. The Technical Committee recommended consideration of the devolution of Highway 2 in Lincoln's future Operation and Maintenance costs. They stated the East Beltway is very important and the need to continue to prepare and seek funding for the project. They heard that a growing community brings opportunities and needs. They heard about a desire to shift away from capacity based design to performance based design and practical designs that are cost effective.

Vest stated this is a lot of information. There seems to be a whole lot of opportunities to better our community, but not enough money. This will be a challenge going forward for all entities.

Schorr inquired if the recommendations from the Technical Committee resulted in any changes. Young replied that no changes were made.

Young continued that everyone received a handout on draft transportation policies. These will be included in the LRTP as well as the Comprehensive Plan. She wanted to highlight the policies and see if there were any questions or concerns. These will be included as supporting action steps in the LRTP. The transportation policies are transportation equity, transportation and the environment, complete streets, transportation and managing growth, congestion management, transportation and economic health, pedestrians, bicyclists, transit, public ROW and Access, Freight, shared mobility, advanced mobility, transportation partnerships, transportation safety, transportation maintenance, transportation funding and airport.

Allan Zafft added that the policies have been shared with the Project Oversight Committee. These still need to be shared with the Community Committee. They have been shared with other people and other departments as well.

Mayor Gaylor Baird stated the policies look wonderful and they are overlapping in their wholistic attempt to improve the quality of life and promote economic opportunity and sustainability. She questioned under the transit policy where it references economic equity and travel choice, she wondered if managing downtown parking should be referenced. When people take public transit, it assists in ensuring we have parking capacity for those who drive. It helps with clean air and management of the environment. She thinks that public transit has such a comprehensive role. Sometimes it is helpful when people are choosing transit to remember that it benefits the whole transit system along with parking and the environment. It is nice to acknowledge. Vest stated that is a good point.

Young believes she is hearing general agreement with the policies and resource allocation. The Committee members agreed. Young will proceed with establishing the fiscally constrained plan. They will proceed with taking this to the public later in the summer.

OTHER TOPICS FOR DISCUSSION:

- David Cary announced that the next meeting of the Officials Committee will be on July 20, 2021.
- Paul Barnes stated that Planning Dept. staff member Kellee Van Bruggen is leaving for Colorado. Vest thanked her for her service to Lincoln and congratulated her on her new position.

There being no further business, the meeting was adjourned at 1:45 p.m.

ISSUE

VOTE: Revision (Amendment No. 4) to the FY 2021-2024 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 Lincoln Metropolitan Planning Organization (MPO) amends the TIP to accommodate changes to projects in the TIP. The [FY 2021-2024 TIP](#) was adopted by the MPO Officials Committee on May 1, 2020.

The proposed Amendment No. 4 to the FY 2021-2024 TIP includes the following revision:

- N-2 & US-77 (pavement marking project): Revise the programming for Construction/Construction Engineering phase to add a federal funding source and change US-75 to US-77

Details of the above revision are available for review on the Internet at:

https://www.lincoln.ne.gov/files/sharedassets/public/planning/mpo/tip/2021-2024/amendment-no.-4_ndot.pdf

BUDGET CONSIDERATIONS

The TIP amendment will allow an obligation for the additional federal funding source on the above project to occur before the end of federal fiscal year 2021. This obligation will prevent a lapse of federal funds.

COMMITTEE ACTION

The Technical Committee recommended approval of the proposed Amendment No. 4 on July 9, 2021.

RECOMMENDATION

Approve Amendment No. 4 to the FY 2021-2024 Transportation Improvement Program.

STAFF CONTACT

Allan Zafft



**Lincoln MPO Resolution: 2021-7
FOR THE PURPOSE OF ADOPTING THE
TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT**

WHEREAS, the Lincoln Metropolitan Planning Organization (Lincoln MPO) is the designated Metropolitan Planning Organization (MPO) responsible for undertaking the transportation planning process for the Lincoln Metropolitan Transportation Management Area (TMA), in accordance with 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR Part 450; and

WHEREAS, the Lincoln MPO, pursuant to 23 CFR 450.326, adopted on May 1, 2020 a Transportation Improvement Program (TIP) for federal Fiscal Years (FY) 2021 through 2024; and

WHEREAS, the Lincoln MPO has prepared an amendment to the MPO FY 2021-2024 TIP that makes changes to a Nebraska Department of Transportation project as identified in Exhibit A; and

WHEREAS, the project included in the amendment is consistent with the currently adopted MPO Long Range Transportation Plan, *2040 Long Range Transportation Plan - 2016 Update*; and

WHEREAS, the amendment has been reviewed and recommended for adoption by the Technical Committee of the MPO, and now requires adoption from the Officials Committee of the MPO.

NOW, THEREFORE, BE IT RESOLVED that the Lincoln Metropolitan Planning Organization Officials Committee adopts the amendment to the MPO FY 2021-2024 Transportation Improvement Program.

Approved by a vote of the MPO Officials Committee and signed this 20th day of July, 2021.

Lincoln MPO Officials Committee Chair

ATTEST

Elizabeth Elliott, City of Lincoln Transportation & Utilities Director
Lincoln MPO Technical Advisory Committee Chair

Exhibit A, page 1 of 1

2021-2024 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM					AGENCY: State of Nebraska DIVISION: Department of Transportation						
PROJ NO (Map)	PROJECT (Location) (Improvement Description)	(Distance)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)								
			PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS		
			PRIOR FISCAL YEARS	FS	2020-21 FS	2021-22 FS	2022-23 FS			2023-24 FS	
(Control Number)	(Project Number)	(Work Phase)									
Amend	N-2 & US-77 District 1 - Districtwide Pavement Marking	69.18 Miles	PE		1.0 NE						
			Const/CE		2,130.7 LC						
			Const/CE		500.0 HS						
			Const/CE		588.3 NE						
		C.N. 13467	HSIP-D1(107)	TOTAL	0.0	3,220.0	0.0	0.0	0.0	0.0	3,220.0
Amendment Description: Program an additional federal funding source to the Const/CE phase and revised the funding amounts accordingly for this phase. Modified "US-75" to "US-77"											
<input type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input checked="" type="checkbox"/> Budget <input checked="" type="checkbox"/> Scope											
FUNDING SUMMARY											
FEDERAL FUNDS											
	DPU (Federal Discretionary Funds)			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	HS (HSIP - Highway Safety Improvement Program)			0.0	500.0	0.0	0.0	0.0	0.0	0.0	500.0
	IM (Interstate Maintenance)			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	LC (LCLC - STP-Urbanized Areas > 200,000 (Lincoln)) <i>This includes the Highway Infrastructure Funds as part of the FAST Act.</i>			0.0	2,130.7	0.0	0.0	0.0	0.0	0.0	2,130.7
	NH (NHPP - National Highway Performance Program)			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RZ (Railroad - Hwy Crossing - Hazardous Funds)			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	STP (STP-Flexible)			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	TAP (STP - Block Grant set aside)			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	SUB-TOTAL FEDERAL FUNDING:			0.0	2,630.7	0.0	0.0	0.0	0.0	0.0	2,630.7
STATE FUNDS											
	NE (State Revenue / Aids)			0.0	589.3	0.0	0.0	0.0	0.0	0.0	589.3
	STP-AC (NE) (State Revenue / Aids (Advanced Construction))			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	TM (State Train/Mile Tax)			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	SUB-TOTAL STATE FUNDING:			0.0	589.3	0.0	0.0	0.0	0.0	0.0	589.3
LOCAL FUNDS											
	CO (Lancaster County)			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	LN (City of Lincoln, Funds Committed prior to LSB Agreement)			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	LN1 (City of Lincoln, Based upon the LSB Agreement)			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	LN2 (RTSD, Based upon the LSB Agreement)			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	OTH (Dial Realty Corp.)			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	* AC - Advance Construction										
	SUB-TOTAL LOCAL FUNDING:			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL:					0.0	3,220.0	0.0	0.0	0.0	0.0	3,220.0