

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:	November 29, 2022, 3:00 p.m., City Council Chambers, County-City Building, 555 S. 10 th Street, Lincoln, NE
MEMBERS AND OTHERS IN ATTENDANCE:	Mayor Leirion Gaylor Baird, Ryan Huff, Deb Schorr, Tammy Ward and Christa Yoakum; (Tom Beckius absent). Paul Barnes, David Cary, Rachel Christopher and Teresa McKinstry of the Planning Department; Pam Dingman, Lancaster County Engineer; Maggie Stuckey-Ross, Director of Parks and Recreation; Elizabeth Elliott, Director of Transportation and Utilities; Brian Praeuner of StarTran; Chad Lay of Lincoln Airport Authority; Stephanie Rouse of the Planning Department appeared via Zoom Video Communications ©; and other interested parties.

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

Ward then called for a motion approving the minutes of the regular meeting held September 29, 2022. Motion for approval made by Yoakum, seconded by Mayor Gaylor Baird and carried 4-0: Mayor Gaylor Baird, Huff, Ward and Yoakum voting 'yes'; Schorr abstaining; Beckius absent.

AUTHORIZE USE OF A CONSENT AGENDA AND ADOPT THE CONSENT AGENDA PROCEDURES

PUBLIC HEARING:

November 10, 2022

Members present: Mayor Gaylor Baird, Huff, Schorr, Ward and Yoakum; Beckius absent.

Rachel Christopher stated this item is to adopt a Consent Agenda process and procedures. MPO (Metropolitan Planning Organization) staff felt this was a good idea given that the agenda was going to be large and potentially upcoming agendas as well. This will allow everyone to focus more on those items that merit additional discussion. Items that are more minor changes to the same projects could be on the Consent Agenda. New projects or major changes would not be on Consent. She noted the proposed procedures. The Chair will introduce the Consent Agenda, the Clerk will read it into the record and then the Consent Agenda will be voted on in total. Any item to be removed from the Consent Agenda will be removed and have a separate public hearing. The Technical Committee adopted the same procedures. She believed it helped the meeting to go a little quicker and smoother. She wanted to touch on the structure. There are a number of TIP (Transportation Improvement Program) amendments on the agenda today. Some are on Consent, some will have a separate discussion.

ACTION:

Schorr moved approval to authorize the use of a Consent Agenda and adopt the Consent Agenda procedures, seconded by Yoakum and carried 5-0: Mayor Gaylor Baird, Huff, Schorr, Ward and Yoakum voting 'yes'; Beckius absent.

CONSENT AGENDA**PUBLIC HEARING:****November 10, 2022**

Members present: Mayor Gaylor Baird, Huff, Schorr, Ward and Yoakum; Beckius absent.

The Consent Agenda consisted of the following items:

- a. Review and action on revisions to the FY 2023-2026 Transportation Improvement Program (TIP)
 - i. State of Nebraska Department of Transportation program
 1. I-80 Barrier, Lincoln - Move project to Under Contract section
 2. S-55J - (Raymond Spur Bridge) - Delete project and combine with Project No. 16 for N-79 (US-34 - Raymond Rd.)
 3. N-79 (US-34 - Raymond Rd.) - Add scope and funding from deleted Project No. 5, S-55J (Raymond Spur Bridge)
 - ii. Lancaster County Engineering Program
 1. Arbor Road Bridge Replacement - Increase funds for Fiscal Year 2022-2023, reprogram ROW/Utilities phase from Cost Beyond to FY 2025-2026, and increase funds in Cost Beyond
 - iii. City of Lincoln Transportation and Utilities program:
 1. Transportation System Preservation
 - a. N. 84th Street & College Park - Traffic Signal Replacement - Add ROW/Utilities phase and funding
 - b. 66th St./Cotner Blvd./Adams St. - Traffic Signal Replacement - Reprogram ROW phase from Prior Fiscal Years to FY 2022-2023 and increase funding
 - c. Cornhusker Highway, 39th to L-55X - Reprogram PE phase from Prior Fiscal Years to FY 2022-2023, and Const/CE phase from FY 2023-2024 to 2025-2026
 - d. 48th & Calvert and 56th & Calvert - Increase Prior Fiscal Year funds, decrease funds and reprogram ROW phase from FY 2022-2023 to FY 2023-2024 and decrease funds, and increase Const/CE funds
 2. Transportation System Optimization
 - a. A Street, 6th to 17th - Reprogram PE phase from Prior Fiscal Years to FY 2022-2023 and reprogram Const/CE phase from FY 2024-2025 to FY 2025-2026

- b. Pilot - Hyperflow Software Tool - Add project and program federal funds
 - 3. West A, West of Coddington to west City Limits - Add funds to construction phase and reprogram funds from Prior Fiscal Years to FY 2022-2023 and 2023-2024
- iv. City of Lincoln StarTran Program
 - 1. Purchase 22 Paratransit Vehicles - Update project description and increase funds for FY 2022-2023
 - 2. Building Renovations/Improvements - Increase funds and reprogram project from Prior Fiscal Years to FY 2022-2023
 - 3. Fast Fuel Compressed Natural Gas Station - Add description for temporary fueling station and program federal funds
 - 4. Maintenance Facility Construction/Relocation - Add project from 2022-2025 TIP and reprogram funding from Prior Fiscal Years in Current TIP to FY 2022-2023
- v. Pedestrian, Bike and Trails program
 - 1. Beal Slough Trail Project - Increase funds and reprogram ROW/Utilities phase from Prior Fiscal Years to FY 2022-2023 and reprogram Construction/CE phase from FY 2022-2023 to FY 2023-2024

ACTION:

Schorr moved approval of the Consent Agenda, seconded by Yoakum and carried 5-0: Mayor Gaylor Baird, Huff, Schorr, Ward and Yoakum voting 'yes'; Beckius absent.

REVIEW AND ACTION ON REVISIONS TO THE LINCOLN MPO 2050 LONG RANGE TRANSPORTATION PLAN (LRTP); A) N. 14TH STREET (ALVO ROAD TO ASHLAND ROAD) – MOVE PROJECT FROM THE ILLUSTRATIVE PLAN TO THE FISCALLY CONSTRAINED PLAN AND EXPAND THE PROJECT LIMITS UNDER THE LANCASTER COUNTY RURAL ROADS PROJECTS LISTINGS, B) PROJECT 102 (N. 98TH STREET, HOLDREGE STREET TO US-6) – ADJUST COST ALLOCATION FOR PROJECT IN 2050 UNDER THE LANCASTER COUNTY RURAL ROADS PROJECTS FISCALLY CONSTRAINED PLAN

PUBLIC HEARING:**November 10, 2022**

Members present: Mayor Gaylor Baird, Huff, Schorr, Ward and Yoakum; Beckius absent.

Christopher stated that this item was proposed by County Engineering to add a new project to the fiscally constrained list for N. 14th Street. This project is a safety project that would be funded through the systemic safety program based on the criteria for rural roads and block grant funds. \$12 million is the cost of the project. There are several segments of construction that are currently on the illustrative list. These would be removed from that list since they are funded. In keeping with adding this to the fiscally constrained list, staff needed to remove funding elsewhere on the list. Lancaster County has elected to reduce the funding percentage for their last ranked project on the list which is N. 98th Street from Holdrege Street to US-6. She noted that the N. 98th Street project being reduced is not anticipated until 2050. This was recommended for approval by the Technical Committee.

Pam Dingman stated this is a new program by NDOT (Nebraska Department of Transportation). There is a new online submittal process. County Engineer sent in the paperwork for N. 14th Street and by noon the same day, they had an approved project. There are a lot of these roads that are paved corridors with more than 1,000 cars a day and the travel lane is eleven feet wide or less. That doesn't meet modern standards. We can prevent accidents and save lives. As the City grows, these roads will be closer to meeting modern urbanized standards. To be able to go from waiting three to four years to securing funds, to a couple of hours, is a huge success.

ACTION:

Yoakum moved approval of revisions to the Lincoln MPO 2050 Long Range Transportation Plan, a) N. 14th Street (Alvo Road to Ashland Road) – move project from the Illustrative Plan to the Fiscally Constrained Plan and expand the project limits under the Lancaster County Rural Roads Projects listings, and b) Project 102 (N. 98th Street, Holdrege Street to US-6) – adjust cost allocation for project in 2050 under the Lancaster County Rural Roads Projects Fiscally Constrained Plan, seconded by Schorr and carried 5-0: Mayor Gaylor Baird, Huff, Schorr, Ward and Yoakum voting 'yes'; Beckius absent.

REVIEW AND ACTION ON REVISIONS TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**a. Lancaster County Engineering Program; i) N. 14th Street (Alvo Road to Ashland Road) – add project and program federal funds****PUBLIC HEARING:****November 10, 2022**

Members present: Mayor Gaylor Baird, Huff, Schorr, Ward and Yoakum; Beckius absent.

Christopher stated that this will add the N. 14th Street project to the TIP. She stated that the cost is \$12 million federal funds. This was recommended for approval by the Technical Committee.

ACTION:

Yoakum moved approval of revisions to the FY 2023-2026 Transportation Improvement Program, a) Lancaster County Engineering Program, i) N. 14th Street (Alvo Road to Ashland Road) – add project and program federal funds, seconded by Schorr and carried 5-0: Mayor Gaylor Baird, Huff, Schorr, Ward and Yoakum voting 'yes'; Beckius absent.

REVIEW AND ACTION ON REVISIONS TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

b. City of Lincoln Transportation and Utilities Program; i) Transportation System Optimization 1) US-34 and S. 84th Street/Russwood Parkway Intersection Improvements – add project and program federal funds, 2) S. 70th and Nebraska Parkway (Highway 2) Intersection Improvements – add project and program federal funds

PUBLIC HEARING:**November 10, 2022**

Members present: Mayor Gaylor Baird, Huff, Schorr, Ward and Yoakum; Beckius absent.

City of Lincoln Transportation and Utilities Program

Christopher stated this will add two new projects under the Transportation System Optimization. These two projects are funded through the HSIP program for intersection improvements. This was recommended for approval by the Technical Committee.

ACTION:

Schorr moved approval of revisions to the FY 2023-2026 Transportation Improvement Program, b) City of Lincoln Transportation and Utilities Program, i) Transportation System Optimization, 1) US-34 and S. 84th Street/Russwood Parkway Intersection Improvements – add project and program federal funds, and 2) S. 70th and Nebraska Parkway (Highway 2) Intersection Improvements – add project and program federal funds, seconded by Mayor Gaylor Baird and carried 5-0: Mayor Gaylor Baird, Huff, Schorr, Ward and Yoakum voting ‘yes’; Beckius absent.

REVIEW AND ACTION ON REVISIONS TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

c. City of Lincoln StarTran Program; i) Multimodal Transportation Center – update project description, funding and schedule to reflect RAISE grant award and add new funding source for OF (In-Kind Local Match)

PUBLIC HEARING:**November 10, 2022**

Members present: Mayor Gaylor Baird, Huff, Schorr, Ward and Yoakum; Beckius absent.

Christopher stated this revision is for the addition of the Multimodal Transportation Center. This is shown for a total cost of around \$32 million. It is already an existing project in the TIP. The project will be amended to reflect the RAISE grant that was awarded and add the new funding source for In-Kind Local Match. This was recommended for approval by the Technical Committee.

ACTION:

Mayor Gaylor Baird moved approval of revisions to the FY 2023-2026 Transportation Improvement Program, c) City of Lincoln StarTran Program, i) Multimodal Transportation Center – update project description, funding and schedule to reflect RAISE grant award and add new funding source for OF (In-

Kind Local Match), seconded by Schorr and carried 5-0: Mayor Gaylor Baird, Huff, Schorr, Ward and Yoakum voting 'yes'; Beckius absent.

REVIEW AND ACTION ON REVISIONS TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

d. Lincoln Airport Program; i) Interlocal Agreement for Minimum Revenue Guarantee – add project and program federal funds, ii) Terminal Building – HVAC Cooling Tower Reconstruction – add project and program federal funds

PUBLIC HEARING:

November 10, 2022

Members present: Mayor Gaylor Baird, Huff, Schorr, Ward and Yoakum; Beckius absent.

Christopher stated this is for the addition of two project listings for the airport. It will add an Interlocal Agreement. This is an agreement for City and County joint funds towards the minimum revenue guarantee with a goal of attracting new airport service to the airport. The agreement will go through the end of calendar year 2026. The next is the Terminal Building cooling tower reconstruction for a cost of \$1 million. That will use airport improvement funds through the FAA (Federal Aviation Administration). This was recommended for approval by the Technical Committee.

Mayor Gaylor Baird inquired if the funds have to be expended before the four year timeframe. Christopher responded that to her knowledge, it can be used in any of the four years. Paul Barnes added that staff would rely on the exact agreements. This revision will reflect the federal dollars being programmed, so it is in the TIP. Staff is working with the NDOT under the impression that placing it this way, gives the flexibility to use the funding in any of the fiscal years. Mayor Gaylor Baird noted there are time restrictions on the American Rescue Plan funds. Chad Lay believes all those considerations are articulated.

ACTION:

Yoakum moved approval of revisions to the FY 2023-2026 Transportation Improvement Program, d) Lincoln Airport Program, i) Interlocal Agreement for Minimum Revenue Guarantee – add project and program federal funds, and ii) Terminal Building – HVAC Cooling Tower Reconstruction – add project and program federal funds, seconded by Schorr and carried 5-0: Mayor Gaylor Baird, Huff, Schorr, Ward and Yoakum voting 'yes'; Beckius absent.

BRIEFING ON AIRPORT MASTER PLAN:

Chad Lay is the Director of Planning and Development for the Lincoln Airport. They are doing an update to the Lincoln Airport Master Plan. He wanted to talk about what the airport consists of. The Airport Authority currently controls under 5,000 acres. In addition to commercial air service, there is a wide range of aviation activities. Duncan Aviation and Atlantic Aviation provide services. There are also flight schools. Two different guard bases use the facilities at the airport. Outside aviation on the west side of the airfield, the airport owns and maintains an industrial park. The master plan is the big picture and intended to look at all the activities and come up with the long range infrastructure plan. The master plan is required by the FAA. Before the FAA invests funds, they want to make sure there is a good long range plan. The last

master plan was about ten years ago. The process was started in 2020. Phase 1 is assessing the current condition of the airport and facility requirements. Draft materials, committee meetings and public workshops are held. It was difficult to develop the long range forecast during COVID. Phase 2 is developing multiple alternatives. That is the core of the actual work in the master plan process. Stakeholders were met with. The consultant is reviewing all the information and coming up with a recommended concept. Once they have the concept, they will do some vetting and send it to the FAA for concurrence. He showed a map of the airfield. There are three runways. The shortest is just under 6,000 feet, one is 9,000 feet and one is around 13,000 feet. This was a legacy piece of infrastructure leftover from when the Air Guard was at the airport. The runway names are compass settings. Historic enplanements are used for the forecast. He showed a breakdown of the forecast summary and the data that is used. He showed the type of aircraft that can be used at the airport. There are many different needs for the different categories of aircraft. He pointed out the safety areas. He showed a list of the different airside facility requirements. Even taxiways have to be vetted. One of the big hurdles that needed to be addressed was that of the primary runway. That is a piece of runway that was left over from the Air Force days. They were aware the pavement was starting to deteriorate. Trying to address that is dependent on what the FAA will fund. They did a lot of assessment and survey. A thorough job was done and it came back that the concrete had some issues. Rehab didn't turn out to be a good use of funds. The runway needed to be reconstructed. The current commercial fleet doesn't justify maintaining the runway length and width. That didn't surprise them. The real issue comes that the guard refueling would be heavily impacted. The FAA doesn't take military activities into consideration. The news noted there have been some conversations with the Air Refueling Wing. They have taken some initial steps to come up with joint funding for a runway. The Guard has a vested interest in maintaining the runway at its current length. If there wasn't a joint funded program, he pointed out the FAA justified portion and it would fall short. As part of that, alternatives were developed. One of the last things to look at, usually there are some things that aren't up to the current design standards. They are looking to clean up some taxiways and make sure that all is up to the current design standards. Regarding the Terminal Building, they look at the number of planings and passengers. They use that to justify a twenty year terminal development and expansion to current air services. They have a fairly significant improvement project currently ongoing. There is some expansion going on. For the long range plan, they show a vision if service continues to grow, what the long range expansion would look like. The airport is aggressively trying to attract new air service to Lincoln, Nebraska. The community is certainly large enough to warrant it. In the current environment now with pilot shortages and coming out of the pandemic, this is proving to be difficult. He believes it is helpful to have available resources that they have. It can be a process that requires some patience. One of the primary ways they are trying to enhance is to grow leisure travel. Business travel is coming back, but not to pre-pandemic levels. Also, leisure service is a service that Lincoln hasn't had for a while. We believe this will attract new customers to the Lincoln Airport. He is in the process of trying to finalize the master plan.

Schorr made a motion to adjourn, seconded by Yoakum and carried 5-0: Mayor Gaylor Baird, Huff, Schorr, Ward and Yoakum voting 'yes'; Beckius absent.

There being no further business, the meeting was adjourned at 3:55 p.m.