

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: December 15, 2021, 2:00 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, Richard Meginnis, Deb Schorr, Rick Vest and Tammy Ward. David Cary, Allan Zafft, Paul Barnes and Teresa McKinstry of the Planning Department; Jesse Poore from Felsburg Holt & Ullevig; and other interested parties.

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 September 16, 2021. Motion for approval made by Mayor Gaylor Baird, seconded by Ward and carried 5-0: Mayor Gaylor Baird, Huff, Schorr, Vest and Ward voting 'yes'; Meginnis abstaining.

REVIEW AND ACTION ON MPO (METROPOLITAN PLANNING AREA) TARGETS FOR FHWA SAFETY PERFORMANCE MEASURES:

Allan Zafft stated this is related to the Safety Performance Measures. This is proposing to adopt targets for the five safety performance measures in the Nebraska Department of Transportation Highway Safety Improvement Program. They are: Number of Fatalities, Fatality Rate, Number of Serious Injuries, Serious Injury Rate and Number of Non-Motorized Fatalities and Serious Injuries. Staff recommends that the MPO support the State targets for these performance measures. Since 2018, the Lincoln MPO has been supporting the State Safety Targets. These were approved by the Technical Committee at their meeting in November 2021.

ACTION:

Meginnis moved to approve to support the State targets as the MPO 2022 Safety Performance Measure Targets for the Lincoln MPO, seconded by Mayor Gaylor Baird and carried 6-0: Mayor Gaylor Baird, Huff, Meginnis, Schorr, Vest and Ward voting 'yes'.

REVIEW AND ACTION ON REVISIONS TO THE FY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP): A) NEBRASKA DEPARTMENT OF TRANSPORTATION (NDOT), I-80, PLEASANT DALE TO N.W. 56TH STREET – ADD PROJECT AND PROGRAM FEDERAL FUNDS; B) LINCOLN TRANSPORTATION AND UTILITIES DEPARTMENT, STANDARDIZE INTEGRATED E-CONSTRUCTION IN THE CITY OF LINCOLN – ADD PROJECT AND PROGRAM FEDERAL FUNDS; C) LANCASTER COUNTY, 148TH STREET AND HOLDREGE STREET INTERSECTION – REVISE THE PROGRAMMING FOR PRELIMINARY ENGINEERING PHASE:

Zafft stated that this is regarding revisions to the TIP. There are three projects. The first project is adding a new NDOT project, the widening on I-80 from N.W. 56th St. to Pleasant Dale. The second project is adding a Lincoln Transportation and Utilities project that they received a grant from the Federal Highway Administration (FHWA) for Standardized Integrated e-Construction. The third project is to amend an existing project at the 148th St. and Holdrege St. intersection. This is revising the programming for the preliminary engineering phase.

ACTION:

Meginnis moved to approve the revisions to the FY 2022-2025 TIP: a) Nebraska Department of Transportation, I-80, Pleasant Dale to NW. 56th Street – add project and program Federal funds; b) Lincoln Transportation and Utilities Department, Standardize Integrated e-Construction in the City of Lincoln – add project and program Federal funds; c) Lancaster County, 148th Street and Holdrege Street intersection – revise the programming for preliminary engineering phase, seconded by Ward.

Meginnis asked if reviews and additions to the TIP are on an annual or quarterly basis and what the process is. Zafft responded that we typically do these quarterly or at the request of an agency. Meginnis inquired if these revisions go before the Planning Commission. Zafft replied they go before the MPO Technical Committee.

Vest noted these are generally revisions due to something that happened with an outside agency. Zafft agreed that he was correct.

Motion for approval carried 6-0: Mayor Gaylor Baird, Huff, Meginnis, Schorr, Vest and Ward voting ‘yes’.

REVIEW AND ACTION ON THE LINCOLN MPO 2050 LONG RANGE TRANSPORTATION PLAN (LRTP):

Zafft stated that the consultant is here today to present on the 2050 LRTP. The importance of the LRTP is compliance with Federal requirement to receive federal funding. The LRTP sets a vision and transportation goals for us to strive to. It also establishes a plan for the region.

Jesse Poore from Felsburg Holt & Ullevig appeared. He stated it is a pleasure to work with the Lincoln MPO. This has been an 18 month process. We have been making sure it is current and correct with Federal requirements. It has been fun to work alongside City staff. The LRTP is required to be in conjunction with the Comprehensive Plan. When you update growth projections, it has an impact on the traffic projections. There were three distinct phases of public input. Phase 1 Outreach was focused on listening to the community. There were virtual meetings and Google Translate was used to make the information more

accessible. There were two rounds of focus groups. In the second phase, we had them talk with each other. The Bike and Pedestrian group talked to the Downtown group, and so on. He believes there was a benefit to seeing different perspectives. This is a very comprehensive LRTP. He provided an Executive Summary. There are eight chapters in the document itself. There is also eight appendices with more information. It comes down to what do we have and what can we build. We looked at funding and revenue. \$4.74 billion in revenue was identified. Any project that couldn't be funded went on to the Illustrative Plan. There were eight goals. All projects were evaluated against those. We want to know at the end of the day, which projects add the most to the plan. He made the point that it also lends to the benefit that if more funds are identified over time, you can go down the list. He showed the Urban Roadway Capital Projects identified on a map. 40 projects in the urban area are identified, 8 are funded. There are 26 county projects and 3 are committed. Trail projects were shown. \$28 million is allocated for trails. Phase 3 public events is where we heard if we got this right. We were able to combine the outreach for the Comprehensive Plan and the LRTP. He believes it is very innovative and moving into a digital format will keep it more accessible to more people. There were displays at public libraries. There were three in-person public meetings. There were about 34 people in total who attended. We heard some good positive conversations. We reviewed the comments. A summary of the comments received was provided to the committee members. Lastly, there was a lot of additional outreach with a social media, an email blast and a newspaper ad. The Comprehensive Plan and the LRTP were presented to numerous groups and organizations. There was a social media community conversation that was summarized in the document as well. The need to maintain the existing roads was a consistent concern that we heard. Also noted by the community was that efficient north/south and east/west corridors were also prioritized. Also noted was inclusive design for all transportation uses and the need and desire for the East Beltway. Regarding public comments, each of the themes are addressed in the document. The new transportation equity goal is in the document.

Zafft stated that Planning Commission reviewed the LRTP on October 27, 2021 and the Technical Committee reviewed it on November 29, 2021. After adoption by the Officials Committee, this is forwarded to the Nebraska Department of Transportation, Federal Highway Administration and the Federal Transportation Administration for their information (not approval).

Vest acknowledged that a lot of work has been put into this document by many people. There were a lot of concerns that were addressed.

Meginnis believes this plan was developed along with the Comprehensive Plan. Zafft responded he was correct. Meginnis asked if this is approved, is it easy to amend the LRTP and change the projects? He inquired about the process. Zafft stated there is a set process to amend the LRTP. Any proposed amendments would go to Planning Commission, Technical Committee and Officials Committee for review and approval.

Vest noted that the LRTP can always be modified.

Meginnis asked if an amendment would go through the Comprehensive Plan amendment process at the same time. Paul Barnes responded that it depends on what the change was. Staff lifts nearly all the content from the LRTP to the Comprehensive Plan for the Transportation Chapter. If you want to change

the list of fiscally constrained projects, it is just the LRTP. Something that affects a program or such would most likely affect the Comprehensive Plan.

Vest wondered about modifying the Transportation Improvement Program (TIP). Barnes stated that those would typically go with the Capital Improvement Program (CIP), but amendments to the TIP would come before Officials Committee.

Meginnis just wanted to be a little more agile. Barnes stated that hopefully with funds that are coming from the federal government, there could be amendments to do more projects.

Meginnis believes the plan is to go down the list of projects. Barnes agreed. Vest added that if the plan changes, the list can change.

ACTION:

Mayor Gaylor Baird moved approval of the 2050 Long Range Transportation Plan, seconded by Ward and carried 6-0: Mayor Gaylor Baird, Huff, Meginnis, Schorr, Vest and Ward voting 'yes'.

OTHER:

Meginnis moved adjournment, seconded by Mayor Gaylor Baird and carried 6-0: Mayor Gaylor Baird, Huff, Meginnis, Schorr, Vest and Ward voting 'yes'.

There being no further business, the meeting was adjourned at 3:30 p.m.