

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: January 4, 2024, 2:30 p.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; Elizabeth Elliott – Lincoln Transportation and Utilities; John Linbo and Larry Legg – Lancaster County Engineering; Paul Barnes and Stephanie Rouse – Planning Department; Carla Cosier – StarTran; Roger Figard – Railroad Transportation Safety District; Stephanie Fisher – City of Waverly; Jennifer Hiatt – Urban Development; Chad Lay – Lincoln Airport Authority; Michelle Lincoln – City of Bennet; Kelly Oelke – City of Hickman; Thomas Shafer and Erin Sokolik – Lincoln Transportation and Utilities; and Maggie Stuckey-Ross – Parks and Recreation; (Gary Bergstrom – Lincoln/Lancaster County Health Department; Brandon Varilek and Craig Wacker – Nebraska Department of Transportation absent). Rachel Christopher and Teresa McKinstry of the Lincoln/Lancaster County Planning Department; Sandra Washington; and other interested parties.

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

Cary then requested a motion approving the minutes of the meeting held November 2, 2023. Motion for approval made by Shafer, seconded by Cosier and carried 15-0: Barnes, Cary, Cosier, Elliott, Figard, Fisher, Hiatt, Lay, Legg, Linbo, Lincoln, Oelke, Rouse, Sokolik and Stuckey-Ross voting 'yes'; Shafer abstaining; Bergstrom, Varilek and Wacker absent.

REPORT ON THE ROTATION OF THE TECHNICAL COMMITTEE OFFICERS

Public Hearing:

January 4, 2024

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

Rachel Christopher stated that the Chair and Vice-Chair of the Technical Committee are rotated every year. No action is needed on this item. The positions automatically rotate to Liz Elliott as Chair and Pam Dingman as Vice-Chair.

Elliott continued the meeting as Chair.

CONSENT AGENDA

PUBLIC HEARING:

January 4, 2024

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

The Consent Agenda consisted of the following items:

- a. Review and action on revisions to the FY 2024-2027 Transportation Improvement Program (TIP)
 - i. Lancaster County Engineering program:
 - 1. Saltillo Road, 27th Street to 68th Street – Increase costs for the ROW and Construction/Construction Engineering phase
 - 2. S. 98th Street, 'A' Street to 'O' Street – Increase costs for the Construction/Construction Engineering phase
 - 3. 148th Street and Holdrege Street – Increase costs for the Construction/Construction Engineering phase
 - 4. NW. 56th Street, I-80 to W. Holdrege Street – Reprogram the Right-of-Way phase from FY 2026 to FY 2025 and increase costs for the Construction/Construction Engineering phases in Cost Beyond Years
 - ii. City of Lincoln Transportation and Utilities – Transportation program:
 - 1. 9th & 'A' Street, 9th & 'D' Street, 10th & 'A' Street, 10th & 'D' Street – Traffic Signal Replacement – Delete Right-of-Way phase

ACTION:

Legg moved approval of the Consent Agenda, seconded by Shafer and carried 16-0: Barnes, Cary, Cosier, Elliott, Figard, Fisher, Hiatt, Lay, Legg, Linbo, Lincoln, Oelke, Rouse, Shafer, Sokolik and Stuckey-Ross voting 'yes'; Bergstrom, Varilek and Wacker absent.

REVIEW AND ACTION ON THE UPDATED MPO PUBLIC PARTICIPATION PLAN

PUBLIC HEARING:

January 4, 2024

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

Christopher stated that this document is being updated in-house and involved an extensive public outreach process. The PPP is a federally required document that the MPO (Metropolitan Planning Organization) is required to have. The process began with a solicitation of input from the public, followed by a 45-day comment period on the initial draft. We received a lot of feedback and comments and incorporated as many comments as we could. The FHWA (Federal Highway Administration) reviewed and submitted recommendations on the plan that were addressed. The FHWA also wanted some additional

detail added on how we address the publication of feedback following outreach events, so a new metric for this item was added under the Equity goal. All comments received are included in the appendix. One comment on the final draft was submitted related to the Lincoln Airport Authority, but it did not result in any changes to the document.

Elliott asked about Waverly, Bennet and Hickman being added to the list of MPO members. Christopher stated there is a difference between the MPO members and the Technical Committee. The MPO members are made up of the primary transportation responsible agencies in the region, whereas the Technical Committee includes additional members. David Cary added that this includes members of the County for the Technical Committee.

Cary asked what the expectation is for how often this will be updated. Christopher stated staff is committed to formal review and update if necessary every five years and timed to occur with the update of the Long Range Transportation Plan. City staff will be doing more with monitoring and publishing a monitoring report every two years summarizing how well we are meeting the metrics in the PPP. That is what the Omaha MPO does.

Barnes thinks it was a good process. He stated that Christopher led the process and did a good job of outreach, in his opinion. We have developed new relationships with the public that hopefully will continue.

ACTION:

Shafer moved approval of the updated MPO Public Participation Plan, as recommended by staff, seconded by Hiatt and carried 16-0: Barnes, Cary, Cosier, Elliott, Figard, Fisher, Hiatt, Lay, Legg, Linbo, Lincoln, Oelke, Rouse, Shafer, Sokolik and Stuckey-Ross voting 'yes'; Bergstrom, Varilek and Wacker absent.

REVIEW AND ACTION ON MPO FEDERAL PERFORMANCE MEASURES AND TARGETS; A) FHWA SAFETY PERFORMANCE MEASURES AND TARGETS

PUBLIC HEARING:

January 4, 2024

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

Christopher stated that these are a set of performance measures targets related to safety that are adopted every year. The targets are Statewide targets adopted by NDOT. They look at the number and rate of fatalities and serious injuries. They are federally dictated through the FHWA. NDOT (Nebraska Department of Transportation) sets new safety targets every calendar year. NDOT determines their targets based on a rolling five-year baseline. The attached report to the MPO Tri-Chairs is updated every time the Performance Measures are updated.

Elliott inquired about any potential impact to the MPO. Christopher replied there is no impact and there is no penalty if targets are not met.

Figard wondered about the data that the State uses for targets. He asked if there is any differentiation between rural and urban. Christopher doesn't believe so, because the targets are statewide and cover both rural and urban areas. Figard also questioned if these be unrealistic targets for Lancaster County and the MPO to meet. Shafer stated that he doesn't believe we are setting those targets but rather are supporting the State's targets. Christopher added that we report on these annually for the MPO area with the Transportation Performance Measures Report, but that is not tied to these measures.

ACTION:

Figard moved approval of the FHWA Safety Performance Measures and Targets, as recommended by staff, seconded by Barnes and carried 16-0: Barnes, Cary, Cosier, Elliott, Figard, Fisher, Hiatt, Lay, Legg, Linbo, Lincoln, Oelke, Rouse, Shafer, Sokolik and Stuckey-Ross voting 'yes'; Bergstrom, Varilek and Wacker absent.

REVIEW AND ACTION ON REVISIONS TO THE LINCOLN MPO 2050 LONG RANGE TRANSPORTATION PLAN (LRTP); A) MULTIMODAL TRANSPORTATION CENTER – UPDATE PROJECT COST UNDER THE PRIORITY TRANSIT PROJECTS, B) N. 148TH STREET AND HOLDREGE STREET, S. 98TH STREET, OLD CHENEY ROAD TO US-34, SALTILLO ROAD, S. 27TH STREET TO S. 68TH STREET AND NW. 56TH STREET, WEST 'O' TO WEST HOLDREGE STREET – UPDATE PROJECT COSTS UNDER THE FISCALLY CONSTRAINED RURAL ROAD & BRIDGE CAPITAL PROJECTS, C) PROJECT 102 (N. 98TH STREET, HOLDREGE STREET TO US-6) – ADJUST COST ALLOCATION FOR PROJECT UNDER THE FISCALLY CONSTRAINED RURAL ROAD & BRIDGE CAPITAL PROJECTS, D) LANDMARK FLETCHER TRAIL, BEAL SLOUGH TRAIL AND WATERFORD TRAIL – UPDATE PROJECT COSTS UNDER THE PRIORITY TRAIL PROJECTS TABLE

PUBLIC HEARING:

January 4, 2024

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

Christopher stated this is updating project cost estimates for several projects in the LRTP. The LRTP has a series of project listings for various types of transportation projects and agencies. This update would update the costs of several transit, rural road, and trail projects to match project increases in the TIP. This is a new requirement from NDOT that does not appear to have been required before. NDOT wants to see the project costs the same in the LRTP and TIP before moving a project forward through environmental review. There is some discussion that this requirement might go away as quickly as it appeared.

Shafer pointed out the materials in the agenda show the cost of NW. 56th Street was increased to \$12 million. He believes it should \$1.2 million. Christopher will correct that.

Barnes stated that part of the conversation staff is having is that the LRTP is a long range planning document and shouldn't always need to match the TIP.

Cary added that increased costs and revenue streams will be a big challenge to get projects done. We need to understand how revenue could be increased from various streams to get more done.

ACTION:

Shafer moved approval of revisions to the Lincoln MPO 2050 LRTP, as recommended by staff, seconded by Stuckey-Ross and carried 16-0: Barnes, Cary, Cosier, Elliott, Figard, Fisher, Hiatt, Lay, Legg, Linbo, Lincoln, Oelke, Rouse, Shafer, Sokolik and Stuckey-Ross voting 'yes'; Bergstrom, Varilek and Wacker absent.

REVIEW AND ACTION ON REVISIONS TO THE FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP); A) PLANNING PROGRAM, I) CREATE NEW PROGRAM FOR PLANNING AND REFLECT FEDERAL SAFE STREETS FOR ALL (SS4A) GRANT AWARDS TO CITY OF WAVERLY AND LINCOLN TRANSPORTATION AND UTILITIES

PUBLIC HEARING:**January 4, 2024**

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

Christopher stated this is a proposed amendment to the TIP. The TIP is a listing of transportation projects that are using state or federal funds or are regionally significant. With this, we would be adding a new program for transportation planning projects to reflect federal transportation planning grants. Two SS4A grants in the area would be added for the federal Safe Streets and Roads for All program. One award was to the City of Waverly and other was to Lincoln Transportation and Utilities. These are discretionary grants that must be applied for and awarded.

There was a discussion of what would be reviewed under this program, other planning efforts that might be reflected in the future, and where the funds would be used.

Barnes noted the grants were made under a new competitive program.

ACTION:

Shafer moved approval of revisions to the FY 2024-2027 TIP, as recommended by staff, seconded by Elliott and carried 16-0: Barnes, Cary, Cosier, Elliott, Figard, Fisher, Hiatt, Lay, Legg, Linbo, Lincoln, Oelke, Rouse, Shafer, Sokolik and Stuckey-Ross voting 'yes'; Bergstrom, Varilek and Wacker absent.

REPORT ON DEVELOPMENT AND SCHEDULE FOR THE FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Christopher wanted to give an update on the schedule for adopting the annual TIP. We aim for adoption of the annual TIP in May. The TIP then goes onto state and federal for final approval. The new TIP will ultimately go into effect this coming October, at the start of the federal fiscal year. Staff reaches out for input on the new program from all of the transportation departments in the area. There are some internal meetings of the MPO Programming and Funding Committee to recommend the draft before it moves forward to the Technical Committee, Planning Commission, and Officials Committee. She reminded staff that proposed changes need to be submitted by January 15, 2024.

Shafer pointed out that the Technical Committee would be set to meet and vote on this on April 10, 2024. Christopher stated the TIP would be posted online the week before that meeting date. Early April when the Technical Committee agenda is posted would be the first opportunity for the public to review.

REPORT ON THE LINCOLN ADJUSTED URBAN AREA BOUNDARY

Christopher informed the committee on work that MPO staff has done on determining the Lincoln Adjusted Urban Boundary Area. MPOs have the opportunity to adjust, or smooth, the initial boundaries published by the Census every 10 years. She showed the original line for the Census Urban Area Boundary for Lincoln. She pointed out the area that the MPO proposed to be added. The MPO is required to review the Urban Area, but the implications of this boundary are not many. The main implication has to do with reporting the State does based on whether a stretch of road is urban or rural and can impact whether rural or urban design standards are applied.

Elliott questioned if we annex outside of this boundary. Christopher replied that we want to make sure all land currently annexed is in the boundary, at a minimum.

Cary pointed out the smoothing part happens every ten years. The idea is to make sure we give consideration towards arterials on the City's edge that would go in and out of the boundary. This also needs to reflect our growth plan as well.

There was a discussion regarding the map.

Elliott asked what happens if this is not approved. Christopher doesn't believe it affects the MPO. Her understanding is it would affect the future changes to the Functional Class map, which has implications for a road being eligible for federal aid.

Figard understands this has no real effect on a project. Christopher stated that to her knowledge, the implications it has are for design standards for the roadway. Cary added it doesn't affect jurisdictional issues.

Legg stated he doesn't know that in his past experience with road design that this was a requirement in terms of design standards should be looked at. This is federal versus state. He will look into it closer. He knows it will affect the roadway classification within the Urban Area.

There was a discussion regarding MPOs and jurisdictions as they relate to this funding.

OTHER

- Carla Cosier stated that LTU will start their outreach soon on where and how they want the Multimodal Transportation to be located. Elliott would ask for a report at the next Technical Committee meeting to give an update on the public engagement side, amongst other things. She would request a tie-in with the ability to submit comments. She believes the design should be officially done by April 2024.

PUBLIC COMMENT

Sandra Washington inquired if the public is able to make comment on any of the agenda items for Technical Committee. Elliott responded that they have public comment at the end of the meeting.

Legg made a motion for adjournment, seconded by Barnes and carried 16-0: Barnes, Cary, Cosier, Elliott, Figard, Fisher, Hiatt, Lay, Legg, Linbo, Lincoln, Oelke, Rouse, Shafer, Sokolik and Stuckey-Ross voting 'yes'; Bergstrom, Varilek and Wacker absent.

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