

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 26, 2023, 2:30 p.m., Conference Room 113, County-City Building, 555 S. 10th St., Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: David Cary – Planning Department; Elizabeth Elliott – Lincoln Transportation and Utilities; Larry Legg and Jordan Wipf – County Engineer; Paul Barnes and Stephanie Rouse – Planning Department; Brian Praeuner – StarTran; Roger Figard – Railroad Transportation Safety District; Stephanie Fisher – City of Waverly; Tom Goodbarn and Craig Wacker – Nebraska Department of Transportation; Kelly Oelke – City of Hickman; Thomas Shafer and Erin Sokolik – Lincoln Transportation and Utilities; Maggie Stuckey-Ross – Parks and Recreation;(Gary Bergstrom – Lincoln Lancaster County Health Department; Chad Lay – Lincoln Airport Authority and Dan Marvin – Urban Development Department absent). Rachel Christopher and Teresa McKinstry of the Planning Department; Robert Bartja from Parks and Recreation; 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 10, 2022. Motion for approval made by Shafer, seconded by Legg and carried 14-0: Barnes, Cary, Elliott, Figard, Fisher, Goodbarn, Legg, Oelke, Praeuner, Shafer, Sokolik, Stuckey-Ross, Wacker and Wipf voting 'yes'; Bergstrom, Lay, Marvin and Rouse absent.

REPORT ON THE ROTATION OF THE TECHNICAL COMMITTEE OFFICERS:

Rachel Christopher stated that the Chair and Vice-Chair of the Technical Committee is rotated on an annual basis to one of the three Tri-Chairs. This year the Chair is David Cary and the Vice Chair is Elizabeth Elliott.

CONSENT AGENDA

PUBLIC HEARING:

January 26, 2023

Members present: Barnes, Cary, Elliott, Figard, Fisher, Goodbarn, Legg, Oelke, Praeuner, Shafer, Sokolik, Stuckey-Ross, Wacker and Wipf; Bergstrom, Lay, Marvin and Rouse 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: Pleasant Dale – NW 56th Street – Reprogram Const/CE phase from FY 2023-2024 to FY 2022-2023**
 - ii. City of Lincoln Transportation and Utilities program:**
 - 1. Transportation System Preservation**
 - i. South 56th Street, Spruce Street to Van Dorn Street – Pavement Repair Project – Reprogram PE phase from Prior Fiscal Years to FY 2022-2023 and reprogram Const/CE phase from FY 2022-2023 to FY 2023-2024**
 - ii. 1st Street & Cornhusker Highway – Traffic Signal Replacement – Reprogram ROW phase from Prior Fiscal Years to FY 2022-2023 and reprogram utilities and Const/CE phases from FY 2022-2023 to FY 2023-2024**
 - iii. 9th Street & ‘A’ Street, 9th Street & ‘D’ Street, 10th Street & ‘A’ Street, 10th Street & ‘D’ Street – Traffic Signal Replacement – Reprogram Const/CE phase from FY 2023-2024 to FY 2025-2026**
 - iv. 66th Street/Cotner Boulevard/Adams Street – Traffic Signal Replacement – Reprogram Const/CE phase from FY 2023-2024 to FY 2022-2023**
 - v. Preventative Maintenance Bridge Package – Reprogram Const/CE phase from FY 2022-2023 to FY 2023-2024**
 - 2. Transportation System Optimization**
 - i. Adams Street, 36th Street to 49th Street – Pavement Repair Project – Reprogram ROW phase from Prior Fiscal Years to FY 2022-2023 and reprogram Const/CE phase from FY 2022-2023 to FY 2023-2024**
 - ii. Cotner Boulevard, ‘O’ Street to Starr Street – Reprogram ROW phase from FY 2022-2023 to FY 2023-2024**

ACTION:

Figard moved approval of the Consent Agenda, seconded by Shafer and carried 14-0: Barnes, Cary, Elliott, Figard, Fisher, Goodbarn, Legg, Oelke, Praeuner, Shafer, Sokolik, Stuckey-Ross, Wacker and Wipf voting ‘yes’; Bergstrom, Lay, Marvin and Rouse absent.

REVIEW AND ACTION ON AMENDMENT TO THE MPO MANAGEMENT PLAN

PUBLIC HEARING:

January 26, 2023

Members present: Barnes, Cary, Elliott, Figard, Fisher, Goodbarn, Legg, Oelke, Praeuner, Shafer, Sokolik, Stuckey-Ross, Wacker and Wipf; Bergstrom, Lay, Marvin and Rouse absent.

Christopher stated that this is regarding a number of provisions in the bylaws for the Technical Committee. This document was also amended in 2021. The first amendment is for eliminating the requirement that amendments to the plan must be presented to the Officials Committee at two separate meetings. The proposed process would involve a recommendation made by the Technical Committee first, then both hearing and action at the subsequent Officials Committee. The next amendment would allow non substantive changes to be made administratively. The next is to update background information and references to federal transportation bills to reflect passage of the Bipartisan Infrastructure Law in 2021. The next amendment is for changes to the Officials Committee voting members. Currently, the voting members include the Chair and Vice-Chair of the City Council and County Board. This would allow voluntary appointment of any two members of each of those bodies to serve for a minimum term of two years. This would allow members to become more familiar with MPO business.

Christopher continued the next change addresses Lincoln Transportation and Utilities (LTU) change in title of a Technical Committee member. There are also subsequent changes to the bylaws that address a member who is temporarily filling in for someone, not a long term replacement. The other changes are for minor changes to the text.

Cary offered comments regarding the makeup of Officials Committee. He noted that this came forward a few years ago. Members of City Council and County Board wanted to see this change. The impetus is that there is a preference for both to choose their membership of committees like they do others boards and committees. They are comfortable with this change. This is what they wanted to see. Paul Barnes added that this change will allow for two year terms and will be more efficient for staff and officials. Chair and Vice-Chair changes annually, so the membership can be quite confusing the way it is set up now. This should be beneficial to both groups. City staff worked with Chris Connolly in the City Attorney's office on these changes.

ACTION:

Shafer moved approval of the proposed amendments to the MPO Management Plan as recommended by staff, seconded by Goodbarn and carried 14-0: Barnes, Cary, Elliott, Figard, Fisher, Goodbarn, Legg, Oelke, Praeuner, Shafer, Sokolik, Stuckey-Ross, Wacker and Wipf voting 'yes'; Bergstrom, Lay, Marvin and Rouse absent.

REVIEW AND ACTION ON METROPOLITAN PLANNING ORGANIZATION (MPO) FEDERAL PERFORMANCE MEASURES AND TARGETS: A) FHWA SAFETY PERFORMANCE MEASURES AND TARGETS; B) FHWA INFRASTRUCTURE CONDITION PERFORMANCE MEASURES AND TARGETS; C) FHWA SYSTEM PERFORMANCE MEASURES AND TARGETS; D) FTA TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURES AND TARGETS; AND E) FTA TRANSIT SAFETY PERFORMANCE MEASURES AND TARGETS

PUBLIC HEARING:

January 26, 2023

Members present: Barnes, Cary, Elliott, Figard, Fisher, Goodbarn, Legg, Oelke, Praeuner, Shafer, Sokolik, Stuckey-Ross, Wacker and Wipf; Bergstrom, Lay, Marvin and Rouse absent.

Christopher stated this is requesting that the MPO look at federal performance measures. There are a number of performance measures that are required at the federal level. The MPO adopts the measures and targets. The first set of targets are through the Federal Highway Administration (FHWA) PM1, PM2 and PM3. These are regarding safety, infrastructure and system performance. These are set by the Nebraska Department of Transportation (NDOT). PM1 has targets updated annually. PM2 and PM3 are updated every four years. The others are regarding the Federal Transit Administration (FTA) measures. These are statewide targets for NDOT. The safety targets are regarding StarTran. They are based on the baseline of average from 2019. They set their target to show improvement from that baseline. The MPO can set their own targets.

Figard inquired if MPO Planning staff is recommending approval and concurring with these numbers. Christopher responded yes.

ACTION:

Legg moved approval to support the MPO targets for the FHWA/FTA performance measures as recommended by staff, seconded by Barnes and carried 14-0: Barnes, Cary, Elliott, Figard, Fisher, Goodbarn, Legg, Oelke, Praeuner, Shafer, Sokolik, Stuckey-Ross, Wacker and Wipf voting 'yes'; Bergstrom, Lay, Marvin and Rouse absent.

REVIEW AND ACTION ON REVISIONS TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP): A) PEDESTRIAN, BIKE & TRAIL PROGRAM; I. WATERFORD TRAIL – COMBINE PROJECTS 4 AND 5 FOR PHASES 1 AND 2 AND PROGRAM FEDERAL FUNDS, II. B STREET BICYCLE BOULEVARD – ADD PROJECT AND PROGRAM FEDERAL FUNDS

PUBLIC HEARING:

January 26, 2023

Members present: Barnes, Cary, Elliott, Figard, Fisher, Goodbarn, Legg, Oelke, Praeuner, Rouse, Shafer, Sokolik, Stuckey-Ross, Wacker and Wipf; Bergstrom, Lay and Marvin absent.

Christopher explained this is regarding some revisions to the Pedestrian, Bike and Trails program in the FY 2023-2026 TIP. One revision is for funds for the Waterford Trail. It also adds a new project for the 'B' Street Bicycle Boulevard. These changes are the result of a call that the MPO did for applications for transportation alternative funds. These are projects that are apportioned to the MPO that we administer and determine how to distribute. We were looking at identifying projects that would be eligible and could

receive federal funds. There were these two submittals. Those applicants submitted proposals. Staff reviewed them and met with the programming and funding subcommittee. At that meeting, the subcommittee recommended approval of both of these projects. The amendment will program the Transportation Alternative Program (TAP) funds through the TIP. Waterford Trail is a project that was in the TIP already programmed for TAP funds. It is currently shown in two different phases. It would begin at the existing trail at 84th Street and College Park Road and go through the Waterford neighborhood, terminating at 104th Street and Holdrege. Where the trail is shown ending would be a future connection with the Stevens Creek Trail. It is proposed to be a ten foot wide trail. The 'B' Street Bicycle Boulevard would involve pavement marking and signage along 'B' Street from 11th Street to 26th Street. A side path would continue on 'A' Street from 26th Street to 27th Street. That would give the connection to 27th Street. They are also proposing to include some bump outs as part of this project. Another aspect is that it would be a combination of TAP funds and block grant funds from the Urban Development Department. They are combining those funds to accomplish this project. They also have some connections as part of the transportation program, as well as providing bicycle access to a number of bus stops.

Robert Bartja stated that two phases of the Waterford Trail were combined to make this more efficient and for funding efficiency. City staff met with Southeast Community College. Stephanie Rouse stated that regarding the 'B' Street Bicycle Boulevard, the bump outs are planned at 11th Street and 12th Street, adjacent to the elementary school.

Shafer wondered about the call for projects and how many were submitted. Christopher stated just these two. Barnes added that this proposed programming is not 100 percent of the TAP funds. Staff wanted to keep a cushion in case something comes up. There may be another call for proposals or something with the funding subcommittee if any funds are left.

Cary commented that the Waterford area is building out very quickly. That trail segment is very much needed and a great project. Everyone is very excited about the 'B' Street Bike Boulevard. This is something that has been talked about for years.

Barnes noted that projects were scored based on the eight goals in the TIP. Staff used data from the underrepresented communities as well, for scoring. This reflects the new goal.

ACTION:

Figard moved approval of amendments to the FY 2023-2026 TIP as recommended by staff,

1. Waterford Trail – combine projects 4 and 5 for Phases 1 and 2, and program federal funds; and
2. 'B' Street Bicycle Boulevard – add project and program federal funds,

seconded by Stuckey-Ross and carried 15-0: Barnes, Cary, Elliott, Figard, Fisher, Goodbarn, Legg, Oelke, Praeuner, Rouse, Shafer, Sokolik, Stuckey-Ross, Wacker and Wipf voting 'yes'; Bergstrom, Lay and Marvin absent.

REPORT ON THE DEVELOPMENT AND REVIEW SCHEDULE FOR FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM:

Christopher gave an update on the schedule for the new TIP. Every year around this time, staff starts developing the draft of the new TIP. We work with many departments and agencies. We wanted to mention that some things will be a little new and different. There will be an interactive online map. You can click on projects and the map would then link to the actual table portion of the TIP. We are also developing a new look for the appearance of the document. We are trying to clean up and streamline the document. Another new aspect is some new review elements for equity and congestion management. Those were recommended to be included at the federal review in 2021. They recommended that staff incorporate equity more so than congestion management, as to how projects are integrated into the Long Range Transportation Plan (LRTP). Those will be applied going forward starting with the FY 2024-2027 TIP. There will be additional review and submittal requirements from the applicant. Staff will provide more information on the decision making that goes on. We are already starting to see draft submittals from the different department and agencies. We have a couple of meetings set up in February 2023 for the funding and subcommittee. We will be talking through any other issues that need resolved. The draft TIP will be reviewed at Technical Committee on April 13, 2023. April 19, 2023 will be the Planning Commission briefing on the proposed TIP, with their public hearing for the document on May 3, 2023. Officials Committee will review and vote on the TIP at their meeting on May 10, 2023. The document will go to the NDOT to be included in the State TIP. It will be submitted to FTA/FHWA in September 2023.

Cary understands that the first few steps have already started? Christopher stated yes. Cary noted that these dates for meetings could change. Staff will keep everyone apprised. On the additional review elements, he wanted it clearly stated those are items from the LRTP. He wanted to make sure that the existing projects in the current TIP will still be reflected. Christopher clarified that the new requirements will not apply to existing projects, just new ones coming forward.

Shafer stated the Officials meeting is scheduled for May 10, 2023. He pointed out that the City elections are on May 2, 2023. He questioned if there will be any issues. Cary believes it is appropriate to have the meeting at that time. This hasn't been an issue in the past. Barnes noted they have discussed this and will work with the Mayor's office. There hasn't been concerns about the date yet. Cary added there will be at least two new City Council members this year.

BRIEFING ON THE 2021 MPO ANNUAL TRANSPORTATION SYSTEM PERFORMANCE REPORT:

Christopher stated that the MPO compiles an annual report on the state of the transportation system. Staff has finished putting together the report for 2021. This report is tracking the performance measures that appear in the LRTP. She showed the list of eight goals. Under each goal is a set of performance measures and a target for those. This year, staff is doing an online interactive report for the format. Staff tried to present the most current historic data. She showed the website. She wanted to talk about a few of the new measures. Transportation equity is one of them. She explained the data that was used for these and the result. She believes the conclusion was pretty positive. The next one is equitable access to on-street bike lanes and trails. The result was pretty good in the areas that were more underserved. If you look at a map, they are concentrated more in the core. Equitable travel time to work duration is within

decimal points of 20 minutes. There is not a lot of difference between the different communities. She believes our travel time has historically been very stable and around 20 minutes for a while. Another one is equitable roadway conditions. Staff looked at where the poor and very poor road conditions are located. The conclusion was able to be made from this that there was an overall reduction in all the different communities for roads in poor condition. That is most likely due to Lincoln On The Move projects. This was a little more difficult to do a comparison, but going forward we will have data that we can compare to. She believes overall, a good job has been done of addressing this. Maintenance goals speak to a percent of streets rehabilitated. She included the quarter cent sales tax implemented. We came close to meeting the target of either five or three percent. We have a little ways to go yet. We will be able to send this out to committee members and you can look at the data. She encouraged everyone to feel free to reach out with any questions.

Stuckey-Ross asked if this will be a website or document. Christopher replied it will be a website. Barnes believes this will be a big improvement and more informational than a static PDF document. He offered kudos to Christopher and GIS staff. They aren't under any timeline to get this published. This is separate from the performance measures. He prompted everyone to take their time and let staff know if there are any comments. Christopher noted a cool feature is that you can hover over bar graphs and it will provide more information. Cary added that part of the strategy is to have a better tool to show the history and plan for the future. Christopher stated it is called Experience Builder from GIS. We should be able to build up data. This will allow for staff to more easily update it year after year. We will be reaching out for some more data.

Cary thanked everyone. This is a big improvement and the data will be easily accessible. It is based on our own LRTP and the guidance we received. He believes it will be useful.

Legg questioned the timeline and if it will be done soon. Barnes would like it done soon. This took a lot of time to develop. He believes it should work smoother going forward. He has no final date as of yet. Christopher stated they are shooting for the end of 2023 for the next performance report.

OTHER:

- **NDOT – Coordination of Discretionary Grant Application**

Cary believes NDOT agreed to postpone this item to another meeting. Christopher concurred. They have asked for additional time to have more staff available for questions.

PUBLIC COMMENT:

No one appeared.

Legg made a motion to adjourn, seconded by Shafer and carried 15-0: Barnes, Cary, Elliott, Figard, Fisher, Goodbarn, Legg, Oelke, Praeuner, Rouse, Shafer, Sokolik, Stuckey-Ross, Wacker and Wipf voting 'yes'; Bergstrom, Lay and Marvin absent.

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