

## MEETING RECORD

*Advanced public notice of the Technical Committee meeting was posted on the County-City bulletin board and the Planning Department's website.*

<b>NAME OF GROUP:</b>	TECHNICAL COMMITTEE MEETING
<b>DATE, TIME AND PLACE OF MEETING:</b>	February 3, 2021, 9:00 a.m., City Council Chambers, County-City Building, 555 S. 10 <sup>th</sup> St., Lincoln, NE
<b>MEMBERS AND OTHERS IN ATTENDANCE:</b>	David Cary – Planning Department, Pam Dingman – County Engineering, Elizabeth Elliott – Lincoln Transportation and Utilities; Gary Bergstrom – Health Dept.; Michael Davis and Brian Praeuner – StarTran; Roger Figard – Railroad Transportation Safety District; Tom Goodbarn and Craig Wacker – Nebraska Dept. of Transportation; Chad Lay – Lincoln Airport Authority; Lynn Johnson – Parks & Recreation; Larry Legg – Lancaster County Engineer; Rich Bishop – Urban Development Dept.; Thomas Shafer and Ronald Caldi – Lincoln Transportation & Utilities; and Kellee Van Bruggen – Planning Dept.; (Paul Barnes – Planning Dept. absent). Allan Zafft and Teresa McKinstry – Planning Dept.; Sara Hartzell – Parks & Recreation; Roma Amundson – County Commissioner; Stephanie Fisher – City of Waverly; and other interested citizens.

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

Elliott then requested a motion approving the minutes of the meeting held October 16, 2020. Motion for approval made by Goodbarn, seconded by Shafer and carried 15-0: Bergstrom, Bishop, Caldi, Cary, Dingman, Elliott, Figard, Goodbarn, Johnson, Lay, Legg, Praeuner, Shafer, Van Bruggen and Wacker voting 'yes'; Barnes absent.

### **REPORT ON THE ROTATION OF THE TECHNICAL COMMITTEE OFFICERS:**

Allan Zafft stated that the committee officers are rotated annually. David Cary was Chair last year, this year is Elizabeth Elliott. Pam Dingman is the Vice-Chair.

**REPORT AND ACTION ON AMENDMENT TO THE MPO MANAGEMENT PLAN:**

Zafft stated the MPO Management Plan is a document for the MPO (Metropolitan Planning Organization). This amendment proposes to separate RTSD (Railroad Transportation Safety District) and Lincoln City Engineer into two separate positions. The amendment also adds the City Administrator of Waverly and Hickman to voting members. The quorum goes from 8 to a simple majority.

Dingman is happy to see Waverly and Hickman represented. They are both significant to Lancaster County.

Cary is happy to see this change as well. He is happy to have Hickman and Waverly represented. He believes it is a good step for our county.

**ACTION:**

Motion for approval of the amendment to the MPO Management Plan made by Figard, seconded by Goodbarn and carried 15-0: Bergstrom, Bishop, Caldi, Cary, Dingman, Elliott, Figard, Goodbarn, Johnson, Lay, Legg, Praeuner, Shafer, Van Bruggen and Wacker voting 'yes'; Barnes absent.

**REVIEW AND ACTION ON REVISIONS TO THE FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP); A) ADD THE 148<sup>TH</sup> STREET AND HOLDREGE STREET INTERSECTION PROJECT, WHICH PROGRAMS FEDERAL FUNDING FOR PRELIMINARY ENGINEERING, ROW, UTILITIES, CONSTRUCTION AND CONSTRUCTION ENGINEERING PHASES:**

Zafft stated this amendment would add a project for Lancaster County at 148<sup>th</sup> St. and Holdrege St. for intersection improvements. This will program federal funds. It will be about \$632,000.00 out of safety funds. It should start with design this year.

Dingman stated this is important to people who live and work in this corridor. There has been an unprecedented percent of growth of about 10 percent a year in this corridor. The road no longer meets standards. It needs to be 4-lane road prior to 2030. We are going to look at some intersection improvements to improve safety.

Cary added that he believes this is a very important project for safety.

**ACTION:**

Motion for approval to add the 148<sup>th</sup> Street and Holdrege Street intersection project to the FY 2021-2024 Transportation Improvement Plan made by Legg, seconded by Dingman and carried 15-0: Bergstrom, Bishop, Caldi, Cary, Dingman, Elliott, Figard, Goodbarn, Johnson, Lay, Legg, Praeuner, Shafer, Van Bruggen and Wacker voting 'yes'; Barnes absent.

**REPORT ON THE DEVELOPMENT AND REVIEW SCHEDULE FOR FY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM:**

Zafft stated it is the time of year when we develop the TIP for 2022-2025. This has to include all projects receiving federal transportation funds or projects significant to the region. This is required annually by the State. He reviewed the schedule. In December 2020, there was a call for projects. The majority of folks have submitted their information. This Thursday will be the first of three meetings for the MPO Project Selection Committee. After their recommendation for the draft TIP, it will go to Planning Commission for briefing and public hearing. Then it will come to the Technical Committee and on to Officials Committee for review and adoption. It is sent to NDOT (Nebraska Dept. of Transportation) to be included in the statewide TIP. The State advertises for public comments. Finally, it goes to the Federal Highway Administration for final approval.

Elliott inquired if the TIP has ever not been approved by the State. Zafft responded that has not ever happened that he is aware of. Cary added there have certainly been some changes to make. We have never had a problem.

**REPORT ON THE NDOT STATEWIDE TRANSPORTATION PLAN:**

Craig Wacker with the NDOT Planning office appeared. He wanted to isolate some of the recommendations that are most applicable to the MPO. State staff has been working on their LRTP for about two years now. The State plan is a little different from the MPO. They are not required to have a project plan or update every five years. This is a policy based plan. There are three basic sections; identify key influences, analyze data to inform, and develop recommendations. They try to get as much public and stakeholder comments as they can. For key influences, a kickoff meeting was conducted. They met with a lot of subject matter experts, held a staff workshop, did research on new technologies and conducted a future transportation forum. They were able to talk about new technologies, to prepare for what is coming our way. Then we analyzed the data. We do a 20 year needs study that is updated regularly. We look at a different type travel demand model, called Replica from Kansas City. This is input into our travel counts. This is still kind of experimental for us. We are still running our decision based model. We wanted to see if this is the way of the future and how it would go. We found it to be far more useful for metropolitan areas and not very useful in the rural areas. We are also creating a

scenario tool where you will be able to adjust adoption rates of new technology or the growth rate of population, for example. For recommendations, we started with goals and objectives. We started with five goals and broke them down to objectives, then recommendations. We held a virtual public meeting in January 2021. In March 2021, we intend to have the final plan published and adopted. We have standard goals of asset preservation, secure & resilient transportation, safety, mobility choices for people and freight, and support for economic and community vitality. We hear a lot from communities that we don't appear to care about the community. We want to work with them and meet their needs. We will continue to focus on preservation, capacity additions, and routine maintenance and safety. The recommendation was broken into eight categories. Minnesota has a person on staff who their entire job is to prepare for CAV. We want to start looking at this as well. We are also preparing for smart corridors in Lincoln, along with looking at the entire Interstate 80 corridor as a smart corridor. We want to maintain that as a backbone of freight travel. We hope to provide leadership on sharing public information about transit options. We have been working a fair amount on rural transit. We want to continue that trend and keep helping so people can have a choice of aging in place. We want to strengthen partnerships with external stakeholders to support multimodal transportation improvements statewide. We want to develop and adopt a 'complete streets policy'. We are well on our way with this. We want to give our roadway designers a guide. We want to strengthen our local technical assistance program to help our local partners. We are considering establishing 'metro travel improvement studies' as a template for engaging with major Nebraska metros about future needs. We are looking at expanding on this.

Dingman inquired that with the public information meeting held virtually, if there was good participation. Wacker responded yes, better than anticipated. Based on past history, he believes it was at least as much as would have typically been seen on an in-person basis.

Cary stated that with the Comprehensive Plan update and LRTP (Long Range Transportation Plan) update, Planning staff is seeing the same result. They are actually getting more numbers to engage virtually. The expectation moving forward is that we will continue to provide this. It is a good way to get more people involved. Walker agreed. Dingman talked about how COVID negatively impacted things. This is one of the positives. It has been a good benefit. Elliott agreed.

Zafft commented that he has reviewed the NDOT Statewide Transportation Plan and he believes it does a good job.

**REPORT ON THE 2050 LONG RANGE TRANSPORTATION PLAN:**

Zafft provided a report of the Phase 1 public input highlights, transportation projects and evaluation process, update on goals, and previous of phase 2 public outreach. He indicated that Phase 1 was public input on draft transportation goals, modes of transportation, and transportation challenges. There was a virtual public meeting, a public survey, a website: [www.lrtplincolnmpo.com](http://www.lrtplincolnmpo.com), focus groups, social media posts and project flyers to encourage participation. Two hundred thirty-five survey responses were received. Ten focus groups were held. There was a survey question regarding how easy is travel in and around Lincoln by mode and in the County. Perception has improved for bike and car and declined for pedestrians the most. Transit continues to be the most difficult. Another survey question asked to identify three most significant transportation challenges Lancaster County faces in the next ten years. The top three were aging and deteriorating infrastructure, increasing congestion, and transit coverage and service. Another question was regarding the eight transportation goals. The responses were pretty high with regard to very well or well. The focus group listed 230 strategies to address the goals. Public input received comments on potential projects. A summary was put together by the consultant. LRTP projects are in different categories. They are broken into maintenance activities, alternative modes, road construction and other programs. These will include scoring and prioritization. There are subcommittees for the prioritization process. For roadway project identification, we started with the 2040 LRTP projects, removed completed projects, identified committed projects, and identified developer and [Lincoln On The Move](#) projects. Bike and trail projects were overlaid. He showed a map of the City and County road projects. There are 200 projects; 110 Lincoln, 80 County and 10 NDOT. Regarding trail projects, there are 63 trails, including new trails, sidepaths and grade separations. They will be ranked and prioritized. Future trail extensions into the County will be shown, but not prioritized. We will be using the Decision Lens. These are based on the eight goals. Trails prioritization will be a little different. We will use the same process we did last time. He showed the weighting of the evaluation criteria. The current plan had 7 goals. Now we have 8 goals. We have 16 objectives, 40 performance measures and 137 action steps. We are in process to do some refinement on the action steps. This is integrated into the transportation goals for the Comprehensive Plan. The Comprehensive Plan will also have policies. A number of these policies are also in the LRTP. Phase 2 is community engagement on funding tradeoffs, projects, and strategies. We will use the project website as main point of entry for participants. There will be a virtual meeting and social media will be used. We are planning a public meeting with an embedded YouTube video. We will use Survey Monkey again, along with more focus groups. The major focus will be to get input on the projects. He showed the schedule. Staff will work on finishing the revenue forecast in the next few months. This plan must be fiscally constrained. In March and April 2021, we will refine the action steps. Phase 3 outreach will be after that. He foresees summer for the draft plan, with final plan at the end of this year.

Cary commented this is a very important piece of what we do. He finds it exciting and daunting at the same time. Given the pandemic, he is very pleased with the results and what has been done so far. He found it interesting that we are so keyed in on rising costs, this wasn't in the focus group top four biggest concerns. He always finds this to be a challenge as we deal with constrained budgets. There are challenges for staff.

Michael Davis believes there is a strong trail component to the plan. He inquired if the State plan also has an important trail component being looked at. Wacker responded that the State plan doesn't have a trail component. The State doesn't have any trails. They do encourage new modes of transportation.

There being no further business, the meeting was adjourned at 10:00 a.m.