



Lincoln Metropolitan Planning Organization

County-City Building
555 South 10th Street - Suite 213
Lincoln, Nebraska 68508
(402) 441-7491

To: Technical Committee Members
From: Elizabeth Elliot, Technical Committee Chair
Subject: Technical Committee Meeting

Date: June 21, 2021

Time: 10:00 a.m. – 11:00 a.m.

Place: Council Chambers, County-City Building

Meeting Agenda:

Roll call and acknowledge the “Nebraska Open Meeting Act”

1. Review and action on the draft minutes of the [April 19, 2021](#) Technical Committee meeting
2. [Report](#) on 2050 Long Range Transportation Plan and presentation of the proposed recommended resource allocation scenario for consideration and direction
3. Other topics for discussion

ACCOMMODATION NOTICE

The City of Lincoln complies with Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973 guidelines. Ensuring the public’s access to and participating in public meetings is a priority for the City of Lincoln. In the event you are in need of a reasonable accommodation in order to attend or participate in a public meeting conducted by the City of Lincoln, please contact the Director of Equity and Diversity, Lincoln Commission on Human Rights, at 402 441-7624 as soon as possible before the scheduled meeting date in order to make your request.

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:	April 19, 2021, 10:15 a.m., City Council Chambers, County-City Building, 555 S. 10 th St., Lincoln, NE
MEMBERS AND OTHERS IN ATTENDANCE:	David Cary – Planning Department; Elizabeth Elliott – Lincoln Transportation and Utilities; Paul Barnes – Planning Department; John Berry – Lancaster County Engineering; Gary Bergstrom – Health Dept.; Rich Bishop – Urban Development Department; Ron Caldi and Thomas Shafer – Lincoln Transportation and Utilities; Michael Davis – StarTran; Roger Figard – Railroad Transportation Safety District; Stephanie Fisher – City of Waverly; Tom Goodbarn and Craig Wacker – Nebraska Dept. of Transportation; Chad Lay – Lincoln Airport Authority; Sara Hartzell – Parks & Recreation; Larry Legg – Lancaster County Engineer; Kelly Oelke – City of Hickman; Kellee Van Bruggen – Planning Dept.; Allan Zafft and Teresa McKinstry – Planning Dept.; Roma Amundson – County Commissioner; Brian Praeuner – StarTran; Jenny Young from Felsburg, Holt and Ullevig appeared online via © Zoom Video Communications; 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 February 3, 2021. Motion for approval made by Figard, seconded by Davis and carried 16-0: Barnes, Berry, Bergstrom, Bishop, Caldi, Cary, Davis, Elliott, Figard, Fisher, Lay, Legg, Oelke, Shafer, Van Bruggen and Wacker voting 'yes'; Goodbarn and Hartzell absent at time of vote.

REVIEW AND ACTION ON REVISION TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP); A) NEBRASKA DEPARTMENT OF TRANSPORTATION – ADD A PROJECT AND PROGRAM FEDERAL FUNDS FOR PAVEMENT MARKING UPGRADES ON N-2:

Members present: Barnes, Berry, Bergstrom, Bishop, Caldi, Cary, Davis, Elliott, Figard, Fisher, Goodbarn, Lay, Legg, Oelke, Shafer, Van Bruggen and Wacker; Hartzell absent at time of vote.

Allan Zafft stated this proposed revision is for Nebraska Highway 2. This is for a \$3.2 million dollar project. This is for safety funds and it will be advertised for bids September 2021. He has not received any public comments on this.

ACTION:

Goodbarn moved approval on revision to the 2021-2024 Transportation Improvement Program; a) Nebraska Department of Transportation – add a project and program Federal funds for pavement marking upgrades on Nebraska Highway 2, seconded by Barnes and carried 17-0: Barnes, Berry, Bergstrom, Bishop, Caldi, Cary, Davis, Elliott, Figard, Fisher, Goodbarn, Lay, Legg, Oelke, Shafer, Van Bruggen and Wacker voting ‘yes’; Hartzell absent at time of vote.

REVIEW AND ACTION ON REVISION TO THE LINCOLN MPO 2040 LONG RANGE TRANSPORTATION PLAN – 2016 UPDATE; A) NW 56TH STREET, I-80 TO W. HOLDREGE STREET – ADD PROJECT

Members present: Barnes, Berry, Bergstrom, Bishop, Caldi, Cary, Davis, Elliott, Figard, Fisher, Goodbarn, Lay, Legg, Oelke, Shafer, Van Bruggen and Wacker voting ‘yes’; Hartzell absent at time of vote.

Zafft stated that County Engineering has requested an amendment to add a project for NW 56th Street. There will be construction of a Lincoln Public Schools (LPS) facility in the future. They feel this is needed. Along with this, they submitted a Nebraska Dept. of Transportation (NDOT) 530 Form. He noted that he received a traffic study that was provided for NW 48th Street and W. Holdrege. Planning Commission approved this amendment to the Long Range Transportation Plan – 2016 Update (LRTP) at their meeting on April 14, 2021. He has not received any public comments on this.

ACTION:

Legg moved approval on revision to the Lincoln MPO 2040 Long Range Transportation Plan – 2015 Update – a) NW. 56th Street, I-80 to W. Holdrege Street – add project, seconded by Figard and carried 17-0: Barnes, Berry, Bergstrom, Bishop, Caldi, Cary, Davis, Elliott, Figard, Fisher, Goodbarn, Lay, Legg, Oelke, Shafer, Van Bruggen and Wacker voting ‘yes’; Hartzell absent at time of vote.

Cary commented that this makes sense to plan for this stretch of roadway, given the improvement that is happening in the area.

REVIEW AND ACTION ON THE PROPOSED FY 2021-2022 UNIFIED PLANNING WORK PROGRAM (UPWP)

Members present: Barnes, Berry, Bergstrom, Bishop, Caldi, Cary, Davis, Elliott, Figard, Fisher, Goodbarn, Hartzell, Lay, Legg, Oelke, Shafer, Van Bruggen and Wacker

Zafft stated this is for the State fiscal year. This work program describes all the transportation activities using Federal funds. It outlines the plan efforts. A key work task over the next fiscal year is to complete the update of the LRTP and the Transit Development Plan. Also included is a Master Plan update for the Lincoln Airport Authority.

ACTION:

Legg moved approval of the proposed FY 2021-2022 Unified Planning Work Program, seconded by Bergstrom and carried 18-0: Barnes, Berry, Bergstrom, Bishop, Caldi, Cary, Davis, Elliott, Figard, Fisher, Goodbarn, Hartzell, Lay, Legg, Oelke, Shafer, Van Bruggen and Wacker.

Cary commented that this is very important for transportation review. This is a good plan. There will be a lot of work done this next fiscal year.

REVIEW AND ACTION ON THE 2021 SELF CERTIFICATION REVIEW

Members present: Barnes, Berry, Bergstrom, Bishop, Caldi, Cary, Davis, Elliott, Figard, Fisher, Goodbarn, Hartzell, Lay, Legg, Oelke, Shafer, Van Bruggen and Wacker

Zafft stated that the MPO and NDOT do an annual self-certification. This is a Federal requirement. This is submitted to NDOT. He provided a statement in the agenda packet. This shows how the requirements are met. This will go on to the Executive officer of the MPO for signature, the Mayor.

Bergstrom mentioned that the Health Dept. recently finished their Lancaster Air Quality Standards. Cary stated that Bergstrom's comment will be part of the meeting record with follow up as needed.

Zafft stated that every four years is a certification with the Federal Highway Administration. This year will be a two day event in May. Everyone is invited to a public meeting on May 5, 2021. This will be a two day event (May 5-6).

ACTION:

Hartzell moved approval of the 2021 Self Certification Review, seconded by Van Bruggen and carried 18-0: Barnes, Berry, Bergstrom, Bishop, Caldi, Cary, Davis, Elliott, Figard, Fisher, Goodbarn, Hartzell, Lay, Legg, Oelke, Shafer, Van Bruggen and Wacker.

REVIEW AND ACTION ON THE FY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Members present: Barnes, Berry, Bergstrom, Bishop, Caldi, Cary, Davis, Elliott, Figard, Fisher, Goodbarn, Hartzell, Lay, Legg, Oelke, Shafer, Van Bruggen and Wacker

Zafft stated this is for the proposed TIP. It represents MPO programming. The MPO Selection Committee has reviewed this document. NDOT, County Engineering, StarTran, Lincoln Transportation and Utilities (LTU), RTSD, LAA, along with pedestrian, bike and trails are all involved. He provided a summary of the document. NDOT has ten projects. Three were added from the previous TIP. They are the Lincoln West Bridge, roadway rehab on US 77 and a bridge replacement on I-80. County Engineering has seven projects. Fletcher Road, NW 56th Street, and Arbor Road projects for PE only were added. LTU has five programs, transportation system preservation, transportation system optimization, transportation system growth, transportation livable neighborhoods and transportation sidewalk program. Transportation system preservation has nine projects. Optimization has six projects. StarTran has projects for bus replacement and software enhancement. LAA has work on runways. Ped, Bike and Trails has three projects. RTSD has a project for 33rd St. and Cornhusker Hwy.

ACTION:

Figard moved approval of the FY 2022-2025 Transportation Improvement Program, seconded by Shafer and carried 18-0: Barnes, Berry, Bergstrom, Bishop, Caldi, Cary, Davis, Elliott, Figard, Fisher, Goodbarn, Hartzell, Lay, Legg, Oelke, Shafer, Van Bruggen and Wacker

Cary wanted to thank all the partners that worked on this. This years TIP was a very good result of a lot of collaboration. The TIP is better because of it. He feels very good about this document.

REPORT ON 2050 LONG RANGE TRANSPORTATION PLAN

Members present: Barnes, Berry, Bergstrom, Bishop, Caldi, Cary, Davis, Elliott, Figard, Fisher, Goodbarn, Hartzell, Lay, Legg, Oelke, Shafer, Van Bruggen and Wacker

Zafft believed it was time for a progress report on this item.

Jenny Young stated they have been working on this update for about one year now. She would like to give a recap of what has been done to date. They have gone through some refinements to the Performance Measures, updated the Travel Demand Model, created a Needs Assessment, identified and prioritized roadway and trails projects and completed two of three phases of public engagement. They are working on developing a revenue forecast and the scenario. They are also working on identification of the fiscally constrained plan. They will do a final travel demand model when that is done. They will also do an air quality analysis. .

The third phase of public engagement will be later this summer/fall. For the first phase of public engagement, we went to the public and got some feedback. For the second phase, we asked about priorities and any ideas for how transportation dollars should be spent. The third phase will be a chance for the public to review and comment on the proposed LRTP. 203 participants responded to the public survey. There were responses from focus groups as well. The consensus on maintaining streets and bridges was the highest priority. A key takeaway was that we need a balanced approach. The public was more interested in constructing new trails and facilities, while the focus group placed more emphasis on street widening and maintenance. We also asked them to vote on the top five projects. The first category was Lincoln projects. We asked them about Lancaster County roadway projects. The top was S. 68th Street. The last list was regarding trail projects. Out of 64 projects, 61 received at least one vote. The top was the Boosalis Connector. Different project categories we are looking at are a little different from the 2016 Update of the LRTP. There will be a standalone category for Lancaster County and pavement maintenance and operations. How projects were scored is based on metrics associated with each of the eight goals. Went through a process with the LRTP Oversight Committee and the Community Committee. Public input was weighted. She showed the maps that the public were presented with. She also showed a map with the top 25 highest priorities. Until resource allocation, she doesn't know if we can get to all of these projects. Similarly, she showed the Lancaster County projects on a map. She showed the ranked order of the NDOT projects based on Lincoln MPO needs and desires. Trail projects were shown on a map with the top 25 highest priorities. She noted once we have a revenue scenario established, we need to do a comparison with roadway projects and trail projects potentially along the same corridor. Regarding the funding outlook and revenue forecasts, she showed all the transportation funding sources we are looking at. Lincoln, Lancaster County, State and Federal are all included. We have accounted for the nuances in the revenue forecasts. The trails side has a variety of different local funding, as well as Lower Platte South Natural Resources District funds and a transportation alternative. To develop the revenue

forecast, we started with estimating each of the funding sources in 2022 and applied an annual growth rate. This varies depending on the funding source. Lincoln On The Move is only being shown through 2025. We have accounted for all the commitments and restrictions. Approximately \$2.7 billion of funds are committed or restricted. What remains is about \$2 billion in flexible funding to develop the scenarios. We are assuming for general funds, the historic outlook for transit and trails will continue. This is part of the baseline assumption. That leaves four funding sources that have flexibility. The first is the Surface Transportation Program, This is over \$200 million over a 29 year period. The remaining sources are wheel tax, general fund and highway allocation fund. STP make determination about how STP funds are distributed between Lincoln and Lancaster County. We have been working with a revenue subcommittee. We looked at focusing STP funds on the designated urban area. We did an average of the metrics and came up with 80 percent to Lincoln and 20 percent to Lancaster county. Option number two is not very dissimilar. It is 70 percent to Lincoln and 30 percent to Lancaster County, but in three different tiers consisting of 10 percent in the one-mile area, 10 percent in the 3-mile and 10 percent outside the 3-mile. These are options we are currently discussing. Once a determination is made for STP funds, we need to develop some revenue allocation scenarios. We will come up with four scenarios on how to allocate funds. The potential is the base scenario. We are taking the allocation scenario from the 2040 LRTP – 2016 Update and applying it going forward. That is used as basis for the remaining three scenarios. Two is multi-modal. We would take the distribution from the 2040 Plan and increase it for trails and sidepaths. Three is a multi-modal focus. This one speaks to the public's second and third priorities of enhancing trails and bus service. This supports reducing greenhouse gas by 2050. This would increase allocation to transit, trails and on-street bike programming. The fourth scenario is innovation and technology. It is also focused on supporting the Climate Action Plan. It further recognizes the strong emphasis the Community Committee has placed on environmental sustainability. There is an increased transit focus on leveraging new technology in transit. The Transportation Demand Management would be focused on supporting home workers. She would love to receive feedback on the scenarios. These will be presented to the Revenue Subcommittee later this month. We will work with the Technical Committee chair to look at the scenarios. We will be back in June to discuss and present the revenue allocation scenarios along with other information.

Figard inquired when the final decision will be made regarding the scenarios and prioritization. Zafft responded this will be done in June. Staff will be back to develop a fiscally constrained plan for the LRTP.

There being no further business, the meeting was adjourned at 11:15 a.m.

ISSUE

REPORT: 2050 Long Range Transportation Plan

BACKGROUND

As the Lincoln region's federally designated metropolitan planning organization (MPO), the Lincoln MPO is required to develop and maintain a long range transportation plan (LRTP) for transportation investments with a minimum 20-year plan horizon. The LRTP serves as a blueprint for managing the area's transportation system. The current LRTP, [2040 Long Range Transportation Plan - 2016 Update](#), was adopted in January of 2017.

In accordance with federal law, the Lincoln MPO is required to update the LRTP every five years. The next LRTP will be due by January of 2022 and will be known as the [2050 Long Range Transportation Plan \(2050 LRTP\)](#).

In the fall of 2019, the Lincoln MPO initiated the process to develop the 2050 LRTP by preparing and releasing a Request for Proposals (RFP) to retain a consultant firm to provide professional services for updating the MPO Travel Demand Model and LRTP. A Notice to Proceed was issued to Felsburg Holt & Ullevig (FHU) in late March 2020.

FHU staff will provide a report on the 2050 LRTP at the June Technical Committee meeting. This report includes a presentation of the proposed recommended resource allocation scenario. Resource allocation is the process that establishes how the Lincoln MPO intends to distribute the limited available funding for transportation improvements to best achieve the LRTP vision and goals. The recommended resource allocation will be reflected in the Fiscally Constrained Plan of the LRTP. The draft LRTP will include the Fiscally Constrained Plan and will come forward for review and approval later this year after additional community input.

POLICY CONSIDERATIONS

The plan identifies needs and transportation revenues that the metropolitan region expects to receive for approximately three decades. The current LRTP contains:

- **Vision and goals:** a set of goals to represent the community's vision for Lincoln and Lancaster County's transportation system.
- **Needs assessment:** a snapshot of the existing transportation system.
- **Transportation programs and projects:** regional transportation investments that help accomplish the goals.

Once adopted, goals and strategies identified in the 2050 LRTP will guide transportation investments within our region in future years.

COMMITTEE ACTION

The MPO Project Oversight Planning Committee, a subcommittee of the MPO Technical Committee providing technical expertise and input during the LRTP planning process, has met in April, May, July, September, and November in 2020 and January, March, and April in 2021.

Technical Committee last received an update on the 2050 LRTP in April 2021.

RECOMMENDATION

Lincoln MPO staff supports the proposed recommended resource allocation scenario. Lincoln MPO staff requests the Technical Committee to provide consideration and direction on the proposed recommended resource allocation to the Officials Committee. A recommended scenario needs to be established by late June 2021, so the project team can develop a Fiscally Constrained Plan by early July 2021 to stay on schedule and complete the draft LRTP document by August 2021.

STAFF CONTACT

Allan Zafft