

## 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:** November 2, 2023, 10:30 a.m., Conference Room 113, County-City Building, 555 S. 10<sup>th</sup> St., Lincoln, NE

**MEMBERS AND OTHERS IN ATTENDANCE:** David Cary – Lincoln/Lancaster County Planning Department; Pam Dingman – Lancaster County Engineer; Paul Barnes and Stephanie Rouse – Planning Department; Gary Bergstrom – Lincoln-Lancaster County Health Department; Roger Figard – Railroad Transportation Safety District; Stephanie Fisher – City of Waverly; Craig Wacker – Nebraska Department of Transportation; Chad Lay – Lincoln Airport Authority; Larry Legg – County Engineer; Erin Sokolik – Lincoln Transportation and Utilities; Carla Cosier – StarTran; Thomas Shafer and Brion Perry – Lincoln Transportation and Utilities; Stephanie Fisher – City of Waverly; and Michelle Lincoln – City of Bennet; (Peter Hind – Urban Development Department; Kelly Oelke – City of Hickman; Maggie Stuckey-Ross – Parks and Recreation; and Brandon Varilek – Nebraska Department of Transportation absent). Rachel Christopher and Teresa McKinstry of the Planning Department; John Linbo – Lancaster County Engineering; 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 August 3, 2023. Motion for approval made by Shafer, seconded by Figard and carried 13-0: Barnes, Bergstrom, Cary, Cosier, Dingman, Figard, Lay, Legg, Perry, Rouse, Shafer, Sokolik and Wacker voting 'yes'; Lincoln abstaining; Fisher absent at time of vote; Hind, Oelke, Stuckey-Ross and Varilek absent.

**REVIEW AND ACTION ON REVISIONS TO THE LINCOLN MPO 2050 LONG RANGE TRANSPORTATION PLAN**  
**A) REFLECT THE PARTIAL RECISSION OF FEDERAL CORONAVIRUS RESPONSE AND RELIEF ACT FUNDS; B) SALTILLO ROAD, S. 27<sup>TH</sup> STREET TO S. 68<sup>TH</sup> STREET – UPDATE PROJECT COST UNDER THE FISCALLY CONSTRAINED RURAL ROAD & BRIDGE CAPITOL PROJECTS TABLE; C) ADD THE MULTIMODAL TRANSPORTATION CENTER AND MAINTENANCE FACILITY PROJECTS UNDER THE PRIORITY TRANSIT PROJECTS TABLE; D) ADD THE B STREET BICYCLE BOULEVARD PROJECT UNDER A NEW TABLE AND FIGURE FOR OTHER ON-STREET BIKE PROJECTS; E) REFLECT THE NEW FEDERAL CARBON REDUCTION PROGRAM (CRP) FUNDS AND ADD PROPOSED CRP-FUNDED PROJECTS UNDER THE FUNDING OUTLOOK AND FISCALLY CONSTRAINED PLAN**  
**i) ROCK ISLAND TRAIL UNDERCROSSING AT OLD CHENEY RD. – UPDATE PROJECT COST IN THE PRIORITY TRAILS PROJECTS TABLE ii) ROCK ISLAND TRAIL WIDENING – ADD**

**PROJECT UNDER A NEW TABLE AND FIGURE FOR TRAIL WIDENING PROJECTS iii) MULTIMODAL TRANSPORTATION CENTER – ACTIVE TRANSPORTATION ENHANCEMENTS – ADD PROJECT AND PROGRAM FEDERAL FUNDS (PROJECT AND COST ARE INCLUDED UNDER THE MULTIMODAL TRANSPORTATION CENTER PROJECT LISTING)**

**PUBLIC HEARING:**

**November 3, 2023**

Members present: Barnes, Bergstrom, Cary, Cosier, Dingman, Figard, Fisher, Lay, Legg, Lincoln, Perry, Rouse, Shafer, Sokolik and Wacker voting ‘yes’; Hind, Oelke, Stuckey-Ross and Varilek absent.

Rachel Christopher stated that the MPO (Metropolitan Planning Organization) had a partial rescission of its coronavirus funds as well as new federal Carbon Reduction Funds (CRP) being reflected in the LRTP Funding Outlook. The CRP funds are a new funding source from the federal government in the amount of about \$4.4 million over 5 years. CRP funds are to be used for transportation projects that reduce carbon emissions and do not need to go through a competitive project selection process. Some of the biggest constraints for use of these funds is that they must be spent within four years, must provide a 20% local match, and must meet eligibility criteria. In addition, the Lancaster County project of Saltillo has some cost increase due to changes to the intersection improvements and inflation. The Multimodal Transportation Center was awarded a federal grant and is being added to the Priority Transit Projects table. The Multimodal project cost includes proposed CRP-funded active transportation enhancements such as improved bike and pedestrian connections, lighting, and crossings in and around the Multimodal Center. The cost of the Rock Island Trail Grade Separated Crossing project in the LRTP would be increased according to the newest estimate. Additional projects added to the LRTP would reflect the B Street Bicycle Boulevard which was awarded TAP funds and the Rock Island Trail Widening project which would be awarded CRP funds. The Rock Island Trail initially didn't have any funding. This is a highly used trail in the City. It is a major connector between north and south Lincoln.

Dingman inquired if these new funds are available now within the City or if they could be used in the County. Wacker doesn't think these can be used in the County, just the City, but they may be able to be used anywhere in the MPO boundary and he will double check. He noted that you can't match federal funds with federal funds. You can use two federal funding sources together, but you must meet the match requirement.

Bergstrom asked if CRP projects are being tracked for climate goals. He was thinking about grant funding. They are working with the State. Part of the requirements will be updating the City's Climate Action Plan. He wondered if there is any plan to track any kind of climate reduction. Christopher believes there is support in the Climate Action Plan for multimodal projects. Bergstrom was curious if there are estimates on pollution reduction. Cary thinks that these types of projects need to be considered as contributing to the Climate Action Plan. Christopher doesn't know if we will be required to quantify the benefits of the CRP projects but could probably come up with a means of measuring benefits if needed.

**ACTION:**

Shafer moved approval of the proposed revisions to the Lincoln MPO 2050 Long Range Transportation Plan as recommended by staff,

- a. Reflect the partial rescission of federal Coronavirus Response and Relief act funds
- b. Saltillo Road, S. 27<sup>th</sup> Street to S. 68<sup>th</sup> Street – update project cost under the Fiscally Constrained Rural Road & Bridge Capital Projects table
- c. Add the Multimodal Transportation Center and Maintenance Facility projects under the Priority Transit Projects table
- d. Add the B Street Bicycle Boulevard project under a new table and figure for Other On-Street Bike projects
- e. Reflect the new federal Carbon Reduction Program (CRP) funds and add proposed CRP-funded projects under the Funding Outlook and Fiscally Constrained Plan
  - i. Rock Island Trail Undercrossing at Old Cheney Rd. – update project cost in the Priority Trails Projects table
  - ii. Rock Island Trail Widening – add project under a new table and figure for Trail Widening projects
  - iii. Multimodal Transportation Center – Active Transportation Enhancements – add project and program federal funds (project and cost are included under the Multimodal Transportation Center project listing)

seconded by Bergstrom and carried 15-0: Barnes, Bergstrom, Cary, Cosier, Dingman, Figard, Fisher, Lay, Legg, Lincoln, Perry, Rouse, Shafer, Sokolik and Wacker voting ‘yes’; Hind, Oelke, Stuckey-Ross and Varilek absent.

**REVIEW AND ACTION ON REVISIONS TO THE FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM**  
**A) PEDESTRIAN, BIKE & TRAIL PROJECTS PROGRAM i) ROCK ISLAND TRAIL UNDERCROSSING AT OLD CHENEY ROAD – ADD PROJECT AND PROGRAM FEDERAL FUNDS ii) ROCK ISLAND TRAIL WIDENING – ADD PROJECT AND PROGRAM FEDERAL FUNDS iii) MULTIMODAL TRANSPORTATION CENTER – ACTIVE TRANSPORTATION ENHANCEMENTS – ADD PROJECT AND PROGRAM FEDERAL FUNDS**

**PUBLIC HEARING:**

**November 3, 2023**

Members present: Barnes, Bergstrom, Cary, Cosier, Dingman, Figard, Fisher, Lay, Legg, Lincoln, Perry, Rouse, Shafer, Sokolik and Wacker voting ‘yes’; Hind, Oelke, Stuckey-Ross and Varilek absent.

Christopher stated that the TIP amendment is programming the CRP funds for the proposed Rock Island Trail Undercrossing, Rock Island Trail Widening, and Multimodal Transportation Center Active Transportation Enhancements. She noted that the Fiscal Year 2027 funds shown for construction for the Active Transportation Enhancements is containment upon CRP funding being renewed by Congress.

**ACTION:**

Shafer moved approval of the proposed revisions to the FY 2024-2027 Transportation Improvement Program as recommended by staff,

- a. Pedestrian, Bike & Trail Projects program
  - i. Rock Island Trail Undercrossing at Old Cheney Rd. – add project and program federal funds
  - ii. Rock Island Trail Widening – add project and program federal funds
  - iii. Multimodal Transportation Center – Active Transportation Enhancements – add

project and program federal funds

Seconded by Legg and carried 15-0: Barnes, Bergstrom, Cary, Cosier, Dingman, Figard, Fisher, Lay, Legg, Lincoln, Perry, Rouse, Shafer, Sokolik and Wacker voting 'yes'; Hind, Oelke, Stuckey-Ross and Varilek absent.

### **REPORT ON THE DEVELOPMENT AND SCHEDULE FOR THE NEW MPO PUBLIC PARTICIPATION PLAN**

Christopher stated that staff is in the midst of updating the MPO Public Participation Plan. This is a federally required document. The overview of the structure is a typical plan with goals and strategies, and metrics that can be used to monitor achievement of the goals and inform future updates to the plan. Right now, the draft plan has been published and we are in the 45 day public comment period. That is another federal requirement. Prior to that, we did a general solicitation of public input that included a survey. 76 people completed the survey. We received a good range of ages completing the survey. The optional demographics questions in the survey showed diversity not totally reflective of the community as a whole, which we would be aiming for as a goal under this plan. Another outreach item was some focused discussion with the cultural centers in Lincoln. We received their input and they assisted us in terms of making an extra effort to have surveys completed. They also talked to us about perhaps providing some nominal compensation to get additional feedback and proposed several events that staff might attend.

Based on the survey, a lot of people mentioned equity in their responses. That is one of the goals in the plan. Education was another goal we felt was very important. Key populations that we heard about were the elderly and New Americans. They might have different needs from other groups. Another big concept was partnerships. We would like to increase our partnership with organizations that represent key populations, other government organizations and nonprofits. Equity is another element that is important. We want to continue tracking the location of where comments come from to inform where we need to focus efforts for gaining additional input. Monitoring and analysis are things we were recommended to focus on by the Federal Highway Administration and Federal Transit Administration at the MPO's four-year certification. We propose to publish a monitoring report every 2 years based on the metrics, which is also done by MAPA (Omaha's MPO). In terms of additional mapping activities, we have the interactive TIP map online. We propose that additional layers could be added to the map related to equity that would help further the analysis. An accommodation checklist is another idea put forth in the draft plan. One of the comments we received through the survey was related to follow-through to better promote what the MPO is accomplishing. We want to find a way to prominently display projects that are completed with MPO funds. She believes they could be highlighted in the Annual Transportation Performance Measures Report or on the website. Also, staff used to do an MPO newsletter. We could bring that back to help meet the goal on education and do a better job of letting the public know what the MPO is working on. We will also explore the suggestion to provide compensation for public input. It doesn't sound like federal funding will be very feasible for that but we could use local funds. This is an exploratory item.

Cary really likes the idea of following through. One thing we don't do is pat ourselves on the back enough. We actually implement the projects in the LRTP. We want and need more revenue, but we still do a great deal of implementation. He believes it is a good idea to trumpet that. Christopher agreed and noted that Lincoln On The Move is a good example given by the commenter. Cary believes it might be a good model to follow. He thinks it has been effective.

Bergstrom noted that the Environmental Protection Agency gets involved through permitting efforts. He questioned if there is any way to coordinate with them. Christopher stated there are many equity layers available that measure equity in different ways such as the USDOT's transportation disadvantaged areas layer. Bergstrom believes the CDC has a social vulnerability layer.

**BRIEFING ON THE 2022 MPO ANNUAL TRANSPORTATION SYSTEM PERFORMANCE REPORT**

Christopher stated that staff has been working on compiling this report for 2022. The report is based on the goals and performance measures of the LRTP. We are not required to do the report, but instead do it voluntarily. Most of the performance measures are based on the calendar year, and some are based on fiscal years. She also mentioned because this report is voluntary, there is no penalty if we don't reach these targets. She reviewed a few of the performance measures.

Cary stated this is a way for us to stay on top of these things and a way to make the system more tangible. This report lets us engage with the public and demonstrate how we are doing.

Barnes stated that staff will be asking for 2023 data soon.

Perry inquired if the air quality measures consider site-specific or localized emissions impacts such as parking garages or traffic backup due to railroad crossings. Christopher responded that the air quality measure used in the Annual Report is based on the LRTP traffic model, which may not account for that level of detail. Bergstrom responded that the Health Department has used air quality monitors in the past, but it is difficult to measure emissions impacts at a particular location.

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

Christopher wanted to let everyone know that the next annual TIP process will start soon. She will reach out to all departments with funds in the TIP in mid-December to have them prepare their draft programs. Eventually, we will be adopting the new TIP in May 2024.

**OTHER:**

No one appeared.

**PUBLIC COMMENT:**

No one appeared.

Legg made a motion to adjourn, seconded by Figard and carried 14-0: Barnes, Bergstrom, Cary, Cosier, Dingman, Figard, Fisher, Lay, Legg, Lincoln, Perry, Rouse, Sokolik and Wacker voting 'yes'; Hind, Oelke, Shafer, Stuckey-Ross and Varilek absent.

There being no further business, the meeting was adjourned at 11:35 p.m.