

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 10, 2022, 3:15 p.m., Conference Room 113, County-City Building, 555 S. 10th St., Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: Pam Dingman – Lancaster County Engineer; Elizabeth Elliott - Lincoln Lincoln Transportation and Utilities; Paul Barnes – Planning Dept.; Gary Bergstrom – Lincoln-Lancaster County Health Dept.; Brian Praeuner – StarTran; Kris Humphrey, Thomas Shafer and Erin Sokolik – Lincoln Transportation and Utilities; Stephanie Fisher – City of Waverly; Tom Goodbarn – Nebraska Department of Transportation; Chad Lay – Lincoln Airport Authority; Larry Legg – Lancaster County Engineering; Rich Bishop – Urban Development; Robert Bartja – Parks and Recreation; and Craig Wacker – Nebraska Department of Transportation; (Kelly Oelke – City of Hickman; David Cary and Stephanie Rouse –Planning Dept. absent). Rachel Christopher and Teresa McKinstry of the Planning Dept.; and other interested parties.

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

Dingman then requested a motion approving the minutes of the meeting held August 26, 2022. Motion for approval made by Barnes, seconded by Elliott and carried 13-0: Barnes, Bartja, Bergstrom, Dingman, Elliott, Fisher, Goodbarn, Lay, Legg, Praeuner, Shafer, Sokolik and Wacker voting 'yes'; Bishop and Humphrey abstaining; Cary, Oelke and Rouse absent.

AUTHORIZE USE OF A CONSENT AGENDA AND ADOPT THE CONSENT AGENDA PROCEDURES

PUBLIC HEARING:

November 10, 2022

Members present: Barnes, Bartja, Bergstrom, Bishop, Dingman, Elliott, Fisher, Goodbarn, Humphrey, Lay, Legg, Praeuner, Shafer, Sokolik and Wacker; Cary, Oelke and Rouse absent.

Rachel Christopher stated that this will authorize the use of a Consent Agenda. This was decided on due to the fact that the agenda was quite large and staff expects some future agendas to be large as well. This will let the committee focus on those agenda items that merit further discussion. The Chair will introduce the consent agenda. The secretary will read the consent agenda into the record. It will be voted on as a whole. If an item is to be removed, it will have a separate hearing. Staff believed that items considered as minor amendments to existing projects could be placed on consent. Adding new projects to the Capital

Improvement Program (CIP) or Long Range Transportation Plan (LRTP), or those items with more significant changes would not be on consent.

Dingman stated that given all the work to be done in the future, she is excited for a Consent Agenda to be implemented and sees it as more efficient.

ACTION:

Bergstrom moved approval to authorize the use of a Consent Agenda and adopt the Consent Agenda procedures, seconded by Shafer and carried 15-0: Barnes, Bartja, Bergstrom, Bishop, Dingman, Elliott, Fisher, Goodbarn, Humphrey, Lay, Legg, Praeuner, Shafer, Sokolik and Wacker voting 'yes'; Cary, Oelke and Rouse absent.

CONSENT AGENDA

PUBLIC HEARING:

November 10, 2022

Members present: Barnes, Bartja, Bergstrom, Bishop, Dingman, Elliott, Fisher, Goodbarn, Humphrey, Lay, Legg, Praeuner, Shafer, Sokolik and Wacker; Cary, Oelke 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 Barrier, Lincoln - Move project to Under Contract section**
 2. **S-55J - (Raymond Spur Bridge) - Delete project and combine with Project No. 16 for N-79 (US-34 - Raymond Rd.)**
 3. **N-79 (US-34 - Raymond Rd.) - Add scope and funding from deleted Project No. 5, S-55J (Raymond Spur Bridge)**
 - ii. **Lancaster County Engineering Program**
 1. **Arbor Road Bridge Replacement - Increase funds for Fiscal Year 2022-2023, reprogram ROW/Utilities phase from Cost Beyond to FY 2025-2026, and increase funds in Cost Beyond**
 - iii. **City of Lincoln Transportation and Utilities program:**
 1. **Transportation System Preservation**
 - a. **N. 84th Street & College Park - Traffic Signal Replacement - Add ROW/Utilities phase and funding**
 - b. **66th St./Cotner Blvd./Adams St. - Traffic Signal Replacement - Reprogram ROW phase from Prior Fiscal Years to FY 2022-2023 and increase funding**
 - c. **Cornhusker Highway, 39th to L-55X - Reprogram PE phase from Prior Fiscal Years to FY 2022-2023, and Const/CE phase from FY 2023-2024 to 2025-2026**
 - d. **48th & Calvert and 56th & Calvert - Increase Prior Fiscal Year funds, decrease funds and reprogram ROW phase from FY 2022-2023 to FY 2023-2024 and decrease funds, and increase Const/CE funds**

2. **Transportation System Optimization**
 - a. **A Street, 6th to 17th - Reprogram PE phase from Prior Fiscal Years to FY 2022-2023 and reprogram Const/CE phase from FY 2024-2025 to FY 2025-2026**
 - b. **Pilot - Hyperflow Software Tool - Add project and program federal funds**
3. **West A, West of Coddington to west City Limits - Add funds to construction phase and reprogram funds from Prior Fiscal Years to FY 2022-2023 and 2023-2024**
- iv. **City of Lincoln StarTran Program**
 1. **Purchase 22 Paratransit Vehicles - Update project description and increase funds for FY 2022-2023**
 2. **Building Renovations/Improvements - Increase funds and reprogram project from Prior Fiscal Years to FY 2022-2023**
 3. **Fast Fuel Compressed Natural Gas Station - Add description for temporary fueling station and program federal funds**
 4. **Maintenance Facility Construction/Relocation - Add project from 2022-2025 TIP and reprogram funding from Prior Fiscal Years in Current TIP to FY 2022-2023**
- v. **Pedestrian, Bike and Trails program**
 1. **Beal Slough Trail Project - Increase funds and reprogram ROW/Utilities phase from Prior Fiscal Years to FY 2022-2023 and reprogram Construction/CE phase from FY 2022-2023 to FY 2023-2024**

ACTION:

Legg moved approval of the Consent Agenda, seconded by Goodbarn and carried 15-0: Barnes, Bartja, Bergstrom, Bishop, Dingman, Elliott, Fisher, Goodbarn, Humphrey, Lay, Legg, Praeuner, Shafer, Sokolik and Wacker voting 'yes'; Cary, Oelke and Rouse absent.

REVISIONS TO THE LINCOLN MPO GROUP PROJECT LISTING ADMINISTRATIVE MODIFICATION PROCESS PUBLIC HEARING:

November 10, 2022

Members present: Barnes, Bartja, Bergstrom, Bishop, Dingman, Elliott, Fisher, Goodbarn, Humphrey, Lay, Legg, Praeuner, Shafer, Sokolik and Wacker; Cary, Oelke and Rouse absent.

Christopher stated that the Group Project Listing Administrative Modification Process was adopted by the MPO (Metropolitan Planning Organization) in 2013. It discusses the ability to have group project listings in the TIP. Under the group header would be multiple projects. Right now, the document permits group listings for maintenance type projects. This document also talks about how modifications to group listings can be done administratively. The aim with these changes was that staff wanted to open it up to have different types of group listings to make it more flexible. On-Street Bike Facilities was a potential topic. This item was placed on hold. Staff is still in discussion with the Federal Highway Administration (FHWA) on some details. In the future, we hope to bring this forward again.

ACTION:

Bergstrom moved approval of revisions to the Lincoln MPO Group Project Listing Administrative Modification Process, seconded by Barnes and carried 15-0: Barnes, Bartja, Bergstrom, Bishop, Dingman, Elliott, Fisher, Goodbarn, Humphrey, Lay, Legg, Praeuner, Shafer, Sokolik and Wacker voting 'yes'; Cary, Oelke and Rouse absent.

REVIEW AND ACTION ON REVISIONS TO THE LINCOLN MPO 2050 LONG RANGE TRANSPORTATION PLAN (LRTP); A) N. 14TH STREET (ALVO ROAD TO ASHLAND ROAD) – MOVE PROJECT FROM THE ILLUSTRATIVE PLAN TO THE FISCALLY CONSTRAINED PLAN AND EXPAND THE PROJECT LIMITS UNDER THE LANCASTER COUNTY RURAL ROADS PROJECTS LISTINGS, B) PROJECT 102 (N. 98TH STREET, HOLDREGE STREET TO US-6) – ADJUST COST ALLOCATION FOR PROJECT IN 2050 UNDER THE LANCASTER COUNTY RURAL ROADS PROJECTS FISCALLY CONSTRAINED PLAN

PUBLIC HEARING:**November 10, 2022**

Members present: Barnes, Bartja, Bergstrom, Bishop, Dingman, Elliott, Fisher, Goodbarn, Humphrey, Lay, Legg, Praeuner, Shafer, Sokolik and Wacker; Cary, Oelke and Rouse absent.

Christopher stated this is an amendment to the LRTP. It would be adding a new rural road project to the County for 14th Street from Alvo Rd. to Ashland Rd. to the fiscally constrained list. This is a project that was awarded from the Nebraska Department of Transportation (NDOT) highway safety improvement funds. The main improvement would be overlaying the pavement, adding surface shoulders and widening. The total cost of the project is estimated at \$12 billion. It would also be funded partly through a transportation block grant and a local match. This will be moved to the fiscally constrained plan. There will be two new segments added. Corresponding to that, the County has requested to adjust the funding down for the last ranked project at N. 98th Street. This goes to Planning Commission next month as they need to review this as well.

Dingman wanted to say that with regard to N. 14th Street, this is a new program that NDOT has implemented. They rolled it out with an explanation and a really good map that showed if a road was eligible for this type of funding. In particular, this HSIP (Highway Safety Improvement Program) helps fund rural roads that are eleven foot or less drive lane with more than 1,000 cars a day. The best thing about this is the ease for which projects can be added.

ACTION:

Shafer moved approval of revisions to the Lincoln MPO 2050 Long Range Transportation Plan, a) N. 14th Street (Alvo Road to Ashland Road) – move project from the Illustrative Plan to the Fiscally Constrained Plan and expand the project limits under the Lancaster County Rural Roads Projects listings, and b) Project 102 (N. 98th Street, Holdrege Street to US-6) – adjust cost allocation for project in 2050 under the Lancaster County Rural Roads Projects Fiscally Constrained Plan, seconded by Legg and carried 15-0: Barnes, Bartja, Bergstrom, Bishop, Dingman, Elliott, Fisher, Goodbarn, Humphrey, Lay, Legg, Praeuner, Shafer, Sokolik and Wacker voting 'yes'; Cary, Oelke and Rouse absent.

REVIEW AND ACTION ON REVISIONS TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

a. Lancaster County Engineering Program; i) N. 14th Street (Alvo Road to Ashland Road) – add project and program federal funds

PUBLIC HEARING:

November 10, 2022

Members present: Barnes, Bartja, Bergstrom, Bishop, Dingman, Elliott, Fisher, Goodbarn, Humphrey, Lay, Legg, Praeuner, Shafer, Sokolik and Wacker; Cary, Oelke and Rouse absent.

Christopher stated that this will add the N. 14th Street project from Alvo Road to Ashland Road to the program. The total project cost is around \$12 million.

ACTION:

Legg moved approval of revisions to the FY 2023-2026 Transportation Improvement Program, a) Lancaster County Engineering Program, i) N. 14th Street (Alvo Road to Ashland Road) – add project and program federal funds, seconded by Shafer and carried 15-0: Barnes, Bartja, Bergstrom, Bishop, Dingman, Elliott, Fisher, Goodbarn, Humphrey, Lay, Legg, Praeuner, Shafer, Sokolik and Wacker voting ‘yes’; Cary, Oelke and Rouse absent.

REVIEW AND ACTION ON REVISIONS TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

b. City of Lincoln Transportation and Utilities Program; i) Transportation System Optimization 1) US-34 and S. 84th Street/Russwood Parkway Intersection Improvements – add project and program federal funds, 2) S. 70th and Nebraska Parkway (Highway 2) Intersection Improvements – add project and program federal funds

PUBLIC HEARING:

November 10, 2022

Members present: Barnes, Bartja, Bergstrom, Bishop, Dingman, Elliott, Fisher, Goodbarn, Humphrey, Lay, Legg, Praeuner, Shafer, Sokolik and Wacker; Cary, Oelke and Rouse absent.

Christopher stated that this will add two new projects and funding for US-34 and S. 84th Street intersection improvements, and S. 70th Street and Highway 2 intersection improvements to the program.

ACTION:

Shafer moved approval of revisions to the FY 2023-2026 Transportation Improvement Program, b) City of Lincoln Transportation and Utilities Program, i) Transportation System Optimization, 1) US-34 and S. 84th Street/Russwood Parkway Intersection Improvements – add project and program federal funds, and 2) S. 70th and Nebraska Parkway (Highway 2) Intersection Improvements – add project and program federal funds, seconded by Goodbarn and carried 15-0: Barnes, Bartja, Bergstrom, Bishop, Dingman, Elliott, Fisher, Goodbarn, Humphrey, Lay, Legg, Praeuner, Shafer, Sokolik and Wacker voting ‘yes’; Cary, Oelke and Rouse absent.

REVIEW AND ACTION ON REVISIONS TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

c. City of Lincoln StarTran Program; i) Multimodal Transportation Center – update project description, funding and schedule to reflect RAISE grant award and add new funding source for OF (In-Kind Local Match)

PUBLIC HEARING:

November 10, 2022

Members present: Barnes, Bartja, Bergstrom, Bishop, Dingman, Elliott, Fisher, Goodbarn, Humphrey, Lay, Legg, Praeuner, Shafer, Sokolik and Wacker; Cary, Oelke and Rouse absent.

Christopher stated that this amendment is for the Multimodal Center. This is modifying the project listing. Right now, there is a listing for some initial feasibility and design work. This would amend the TIP to reflect construction. The total project cost is estimated around \$32.8 million and construction in FY 2025-2026.

Elliott stated that Transportation and Utilities is working on the details. It will be good to get it going.

ACTION:

Elliott moved approval of revisions to the FY 2023-2026 Transportation Improvement Program, c) City of Lincoln StarTran Program, i) Multimodal Transportation Center – update project description, funding and schedule to reflect RAISE grant award and add new funding source for OF (In-Kind Local Match), seconded by Shafer and carried 15-0: Barnes, Bartja, Bergstrom, Bishop, Dingman, Elliott, Fisher, Goodbarn, Humphrey, Lay, Legg, Praeuner, Shafer, Sokolik and Wacker voting ‘yes’; Cary, Oelke and Rouse absent.

REVIEW AND ACTION ON REVISIONS TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

d. Lincoln Airport Program; i) Interlocal Agreement for Minimum Revenue Guarantee – add project and program federal funds, ii) Terminal Building – HVAC Cooling Tower Reconstruction – add project and program federal funds

PUBLIC HEARING:

November 10, 2022

Members present: Barnes, Bartja, Bergstrom, Bishop, Dingman, Elliott, Fisher, Goodbarn, Humphrey, Lay, Legg, Praeuner, Shafer, Sokolik and Wacker; Cary, Oelke and Rouse absent.

Christopher stated that the first project would reflect an interlocal project that was adopted. Each entity has pledged \$32 million towards this. This is for airports to attract service. They are showing it in the TIP in 2022-2023 noting that funds can be used in any of the four fiscal years. A second additional project is for HVAC tower reconstruction for a cost of around \$1 million in 2022-2023.

Lay commented that the funds will only be expended if needed. The HVAC was an additional grant that was received.

ACTION:

Goodbarn moved approval of revisions to the FY 2023-2026 Transportation Improvement Program, d) Lincoln Airport Program, i) Interlocal Agreement for Minimum Revenue Guarantee – add project and program federal funds, and ii) Terminal Building – HVAC Cooling Tower Reconstruction – add project and program federal funds, seconded by Elliott and carried 15-0: Barnes, Bartja, Bergstrom, Bishop, Dingman, Elliott, Fisher, Goodbarn, Humphrey, Lay, Legg, Praeuner, Shafer, Sokolik and Wacker voting ‘yes’; Cary, Oelke and Rouse absent.

BRIEFING ON AIRPORT MASTER PLAN:

Chad Lay wanted to brief the committee on the master plan process. This was delayed a few years due to the pandemic. Things are coming back and we want to push forward with our effort. He wanted to give some background about the airport. We have around 5,000 acres that is under control of the LAA (Lincoln Airport Authority). There is a small section in the middle that is National Air Guard base. There is also the terminal building. There is a renovation project going on there. There are some businesses on the east side such as Duncan aviation, Atlantic Aviation, another maintenance operation, a flight school and some hangars. The overall master plan process is one that is driven by the primary funding mechanism that receives transportation dollars, specifically under the airport improvement program. We are required to have an updated master plan to qualify for those dollars. The FAA wants us to complete a master plan so they can see we have a long range plan. They review this. We start with evaluating the current conditions. We look at the inventory and users. We look at aircraft operations and develop a forecast. The forecasts are submitted to the FAA. Phase Two is we start to collect data from stakeholders, then we develop several different alternatives. That was just completed recently. The consultant is in the process of coming up with Phase Three, a recommended concept. Once we have that, we will put together the financial plan. Once that is done, the final piece is an ALP, Airport Layout Plan. That is the last piece required from the FAA. He showed a map of the existing airside facilities. They are into an evaluation of historic enplanements. That was falling, but is now coming back across the country. If anyone has flown, they have seen a lot of delayed flights. They go through a detailed forecast with the consultant. They look at overall operations and deplanements. In addition to the broad numbers themselves, we have to look at category of aircraft. Different aircraft have different needs. Ultimately, the goal is to determine critical design aircraft. This is what we use as a justification for the taxiways and the maintaining of them. Once they go through that process, that is what is used as justification for the airport facilities. We also look at what needs fixed. He showed an exhibit of some hot spots. Different lengths of runways are required for different aircraft. Different taxiways, approach aids, lighting and marking is needed. When we look at runway reconstruction to see what is justified for the length, FAA funding is taken into consideration. He showed some changes in geometry that are being looked at in the plan. They are trying to fix areas of bad intersections and those that don't meet current design standards. They also looked at the airport terminal. They are currently under a project that is expanding and updating the facility. He showed the area of expansion. They also came up with a much longer twenty year terminal development plan. There is a plan in place to meet demand if it is needed.

Barnes pointed out the floodplain shown on one of the maps. There are rules and regulations that need to be followed. Lay stated they have gone back and forth with the FAA on that point. There are some

levies there. Some have been decertified. It doesn't seem to be a significant problem for the airfield. He acknowledged that is something they need to take a hard look at.

Bergstrom wondered if the plan will cover the airport and the park, or just the airport. Lay stated they will have a chapter in the master plan that will cover some of the development.

OTHER TOPICS:

- Dingman believes something we need to think about in the future is how planning and parks works when we acquire land, particularly prairie land in the county. Engineering is working on a project where we can't get the infrastructure we need. They are working with 60 foot right-of-way that should be 120 feet. Prairie land in the county is difficult to work around. She believes if we can come up with something in the future with how we can work with those, it would be advantageous. It seems like we should have a better plan.
- Bergstrom stated that the EPA (Environmental Protection Agency) Clean Air Act requires them to re-evaluate air quality standards periodically. Under the previous Presidential administration, they were left 'as is'. They are now under reconsideration. Last we knew, they were considering reductions to annual fine particulate matter. The good news is that we still have very good air quality and below the standards. Right now, we don't know what the proposed standards will be. He wanted to bring that to awareness. There seems to be some real movement on the standard, as well as the ozone standards.

Dingman inquired if it is known how much notice we will have. Bergstrom doesn't know. They will set up a comment period. He would think on a significant proposal, there would be a pretty broad comment period. He reiterated there has been no proposal yet. There may not be a final rule for some time. He wouldn't be surprised if a proposal came forward in the next year or two.

Goodbarn questioned how often the air is tested. Bergstrom noted it is monitored continuously every hour. Fine particulate matter uses a filter that gets weighed and analyzed. They also have a BAM federal equivalent monitor. That runs constantly and that data gets put online. Particulate monitors are on the roof of the Health Dept. The ozone monitor is in Davey, Nebraska. There is one on the Lancaster County shop as well.

Barnes wondered ultimately if changes go into effect, if that would affect attainment. Bergstrom doesn't believe so. Barnes asked if we would receive additional funding. Bergstrom can't say for sure on the funding mechanism. He hasn't dealt with it directly. If they establish us being non-attainment, we would work with the Nebraska Dept. of Environmental Quality on what we are going to do and what changes would be made for air quality. They have to look at the primary source of air pollution for the ozone. The primary would be transportation. We would have to look at all the sectors. He doesn't see us going non-attainment. Once a standard is proposed, those will be discussed.

Wacker noted that once we go into transportation, non-attainment could be problematic. Everything that goes into the TIP will have to go through a process.

Elliott made a motion to adjourn, seconded by Bergstrom and carried 15-0: Barnes, Bartja, Bergstrom, Bishop, Dingman, Elliott, Fisher, Goodbarn, Humphrey, Lay, Legg, Praeuner, Shafer, Sokolik and Wacker voting 'yes'; Cary, Oelke and Rouse absent.

There being no further business, the meeting was adjourned at 2:05 p.m.