

## 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>	November 29, 2021, 10:30 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 – Lancaster County Engineer; Elizabeth Elliott – Lincoln Transportation and Utilities; Paul Barnes and Stephanie Rouse – Planning Department; Gary Bergstrom – Health Dept.; Thomas Shafer and Erin Sokolik – Lincoln Transportation & Utilities (LTU); Michael Davis – StarTran; Roger Figard – Railroad Transportation Safety District; Stephanie Fisher – City of Waverly; Tom Goodbarn and Craig Wacker – Nebraska Dept. of Transportation (NDOT); Sara Hartzell – Parks & Recreation; Larry Legg – Lancaster County Engineer; Dan Marvin – Urban Development Dept.; Chad Lay – Lincoln Airport Authority; Stephanie Rouse – Planning Department (Kelly Oelke – City of Hickman absent and Dan Marvin – Urban Development Dept. absent). Allan Zafft and Teresa McKinstry of the Planning Dept.; Brian Praeuner of StarTran; Kaine McClelland – State of Nebraska appeared via Zoom Communications ©; and other interested parties.

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 August 24, 2021. Motion for approval made by Legg, seconded by Shafer and carried 14-0: Barnes, Bergstrom, Cary, Dingman, Elliott, Figard, Fisher, Goodbarn, Lay, Legg, Rouse, Shafer, Sokolik and Wacker voting 'yes'; Davis and Hartzell absent at time of vote; Marvin and Oelke absent.

**REVISE AND ACTION ON MPO TARGETS FOR FHWA SAFETY PERFORMANCE MEASURES**

Members present: Barnes, Bergstrom, Cary, Davis, Dingman, Elliott, Figard, Fisher, Goodbarn, Hartzell, Lay, Legg, Rouse, Shafer, Sokolik and Wacker; Marvin and Oelke absent.

Allan Zafft appeared and explained this is a series of performance measure that need to be adopted. Staff has been doing this process since 2018. The Lincoln MPO (Metropolitan Planning Organization) has always supported State targets. There are five measures for Federal Highway Administration safety. These are done annually. These must be submitted to Nebraska Dept. of Transportation by February 2022. The recommendation is to continue to support State targets. He noted that MPOs are required to include a narrative of performance measures in their LRTPs. These are reflected in the 2050 Long Range Transportation Plan.

Dingman asked what happens if we don't make the target. As an example, what about bridges classified in poor condition? Lancaster County has roughly 9 percent that are in poor condition. Zafft responded that these are only bridges on the National Highway System. These are targets set by NDOT. There is no penalty on the MPO.

Figard had a question on pavement condition. Pavement is split into multiple categories. Does the City accurately collect data because that would mean every street in the City or County is in as a non-Interstate category. He inquired how we are reporting that or if it is appropriate, and how this fits when we are managing our own conditions. Zafft responded these are only for the National Highway System.

**ACTION:**

Figard moved approval of the MPO targets for FHWA Safety Performance Measures, seconded by Barnes and carried 16-0: Barnes, Bergstrom, Cary, Davis, Dingman, Elliott, Figard, Fisher, Goodbarn, Hartzell, Lay, Legg, Rouse, Shafer, Sokolik and Wacker voting 'yes'; Marvin and Oelke absent.

**REVIEW AND ACTION ON REVISIONS TO THE FY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM: A) NEBRASKA DEPARTMENT OF TRANSPORTATION, I-80, PLEASANT DALE TO N.W. 56<sup>TH</sup> STREET – ADD PROJECT AND PROGRAM FEDERAL FUNDS; B) LINCOLN TRANSPORTATION AND UTILITIES DEPARTMENT, STANDARDIZE INTEGRATED E-CONSTRUCTION IN CITY OF LINCOLN – ADD PROJECT AND PROGRAM FEDERAL FUNDS; C) LANCASTER COUNTY, 148<sup>TH</sup> STREET AND HOLDREGE STREET INTERSECTION – REVISE THE PROGRAMMING FOR PRELIMINARY ENGINEERING PHASE**

Members present: Barnes, Bergstrom, Cary, Davis, Dingman, Elliott, Figard, Fisher, Goodbarn, Hartzell, Lay, Legg, Rouse, Shafer, Sokolik and Wacker; Marvin and Oelke absent.

Zafft stated that this amendment includes three projects. Project A is a new project for basic widening on I-80 from N.W. 56<sup>th</sup> St. to Pleasant Dale. Project B adds an LTU project to standardize integrated E-Construction. This was grant funding that was received from FHWA. Project C is an existing project in Lancaster County for 148<sup>th</sup> St. and Holdrege St. intersection. This revises the programming for the preliminary engineering phase.

**ACTION:**

Cary moved approval of revisions to the FY 2022-2025 Transportation Improvement Program: a) Nebraska Department of Transportation, I-80, Pleasant Dale to NW. 56<sup>th</sup> Street – add project and program Federal funds; b) Lincoln Transportation & Utilities Department, standardize integrated E-Construction in City of Lincoln – add project and program Federal funds; and c) Lancaster County, 148<sup>th</sup> Street and Holdrege Street intersection – revise the programming for preliminary engineering phase, seconded by Elliott and carried 16-0: Barnes, Bergstrom, Cary, Davis, Dingman, Elliott, Figard, Fisher, Goodbarn, Hartzell, Lay, Legg, Rouse, Shafer, Sokolik and Wacker voting ‘yes’; Marvin and Oelke absent.

**REVIEW AND ACTION ON THE DRAFT LINCOLN MPO 2050 LONG RANGE TRANSPORTATION PROGRAM (LRTP)**

Members present: Barnes, Bergstrom, Cary, Davis, Dingman, Elliott, Figard, Fisher, Goodbarn, Hartzell, Lay, Legg, Rouse, Shafer, Sokolik and Wacker; Marvin and Oelke absent.

Zafft stated that the important of the LRTP – compliance with Federal requirements to receive federal funds, updated every five years, sets a vision and goals, and provides a framework for identifying needs and prioritizing investments. This has been an 18 month process that started in spring of 2020. We are in the last step for plan approval. This is developed in conjunction with the Comprehensive Plan. This is to address a multi-modal transportation system. There have been three phases of community input which have included meetings, groups and surveys. The draft plan is available online: <https://www.lincoln.ne.gov/City/Departments/Planning->

[Department/MPO/LRTP](#). It is an extensive document. He showed the fiscally constrained plan. This is based on the Recommended Resource Allocation. There is \$4.74 billion in revenue forecast from 2022 to 2050. This is not enough to meet all the needs for the region. He showed a project map for Urban Roadway Capital Projects. There are 40 projects. Eight are committed. Thirteen are public private partnerships. Rural Road and Bridge Capital Projects were shown, along with the Trail Projects map. Phase Three outreach was done. There was a virtual public meeting from September 13, 2021 to October 6, 2021. There were over 1,200 page views. There were displays at Lincoln Libraries: Anderson, Eiseley, Gere, Walt and Bennet Martin branches. There were three in-person public meetings at the Jayne Snyder Trails Center, Spring Creek Prairie and Southeast Community College. 34 people attended. The purpose of the public events was to summarize the Comprehensive Plan and the LRTP and direct people to the draft documents. The public had the opportunity to provide comments. There were also social media blasts, email blasts, newspaper ads, and various presentations. The social media community conversation showed that folks continued to prioritize maintenance operations. About 210 comments were received. The top comments were to prioritize efficient north/south and east/west corridors, inclusive design for all transportation uses, construct the East Beltway and spend sales tax funding wisely. Written public comments received also encouraged maintaining the transportation system. Other comments noted more advance work on major arterials, concern about StarTran operating days, and continue to increase mode choice options such as bike, bus and electric shuttle. Staff received support for the new LRTP goal of transportation equity. Numerous public agencies, representing environmental and social cultural agencies, were contacted to review the document. No comments were received that warranted any change to the document. All these comments were documented in the appendix. Comments were received from NDOT and LTU to make changes on some projects in the project listing. The first one moved the I-80 widening from Pleasant Dale to N.W. 56<sup>th</sup> St. from the illustrative plan to the fiscally constrained plan. Another change was Cornhusker Hwy. and State Fair Park Drive improvements were removed from the fiscally constrained urban roadway capital projects since this is included in the overall cost of the 33<sup>rd</sup> St. and Cornhusker Hwy. project. The LRTP was approved by Planning Commission on October 27, 2021. After a vote by this committee, it will go on to the MPO Officials Committee on December 15, 2021.

Cary wanted to commend Allan Zafft and the consultant, Felsburg Holt & Ullevig on the process and the quality of the result. The process for this new plan took place during the pandemic. There was a lot of shifting gears to come up with good input from the public. He thinks there is better content. It reads well. He is very pleased with the end product. He questioned now that we have a Federal transportation infrastructure bill with generalized increased funding, how this will impact the LRTP and Transportation Improvement Program (TIP). He asked what will happen with the project listings. Zafft responded that staff will have to go back and re-evaluate based on what the transportation bill shows us. Typically, the Federal Highway Administration puts together a summary that shows how it affects the State. We will have to review how it affects the LRTP document. He would expect more information sometime next year.

Cary thanked everyone in the room. There were many individuals that all helped with this process over the last two years.

Elliott echoed Cary's comments and acknowledged all the work that the Planning Dept. did. She noted that any amendments will go through the whole review process of appearing before Planning Commission, Technical Committee and Officials Committee.

**ACTION:**

Barnes moved approval of the Lincoln MPO 2050 Long Range Transportation Plan, seconded by Bergstrom carried 16-0: Barnes, Bergstrom, Cary, Davis, Dingman, Elliott, Figard, Fisher, Goodbarn, Hartzell, Lay, Legg, Rouse, Shafer, Sokolik and Wacker voting 'yes'; Marvin and Oelke absent.

Motion for adjournment made by Dingman, seconded by Cary and carried 16-0: Barnes, Bergstrom, Cary, Davis, Dingman, Elliott, Figard, Fisher, Goodbarn, Hartzell, Lay, Legg, Rouse, Shafer, Sokolik and Wacker voting 'yes'; Marvin and Oelke absent.

There being no further business, the meeting was adjourned at 11:05 a.m.