

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: August 19, 2025, 2:00p.m., Conference Room 113, County-City Building, 555 S. 10th St., Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: Paul Barnes and David Cary – Lincoln/Lancaster County Planning Department; Pam Dingman and Larry Legg -Lancaster County Engineering; Stephanie Fisher - City of Waverly; Stephanie Rouse Urban Development; Kelly Oelke - City of Hickman; Kris Humphrey, Brandon Bugarin attending for Thomas Shafer - Lincoln Transportation and Utilities; Carla Cosier - Star Tran; Chad Lay - Lincoln Airport Authority; Jarrod Walker and Brandon Varilek -Nebraska Department of Transportation; Gary Bergstrom - Lincoln/Lancaster County Health Department; Roger Figard – Railroad Transportation Safety District; David Ross attending for Maggie Stuckey-Ross Lincoln Parks and Recreation; Kristi Merfeld of the Lincoln/Lancaster County Planning Department; and other interested citizens.

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 April 9, 2025. Motion for approval made by Figard, seconded by Rouse and carried 15-0-1: Cary (arrived at 2:03 p.m.), Dingman, Barnes, Bergstrom, Cosier, Figard, Fisher, Humphrey, Lay, Legg, Oelke, Rouse, Bugarin, Varilek and Walker voting 'yes'; Ross abstained; Elliott, Biltoft, Stuckey-Ross, Shafer and Yost absent.

PUBLIC HEARING:

August 19, 2025

Members Present: Cary, Barnes, Dingman, Bergstrom Cosier, Figard, Fisher, Humphrey, Lay, Legg, Oelke, Rouse, Bugarin for Shafer, Ross for Stuckey- Ross, Walker and Varilek. Elliott, Biltoft, Stuckey-Ross, Shafer and Yost absent.

REVIEW AND ACTION ON REVISIONS TO THE 2050 LONG RANGE TRANSPORTATION PLAN (LRTP)**August 19, 2025**

- a. N. 162nd Street (Project ID 171) – Update project costs, description, and year of expenditure under the Fiscally Constrained Rural Road & Bridge Capital Projects
- b. 98th Street (Project ID 102) – Adjust cost allocation for project under the Fiscally Constrained Rural Road & Bridge Capital Projects

Paul Barnes with the Lincoln MPO and Lincoln/Lancaster County Planning Department, 555 S. 10th Street, stated that Rachel Christopher was absent today and there are a couple of amendments to the Long-Range Transportation Plan. This is coming forward as a request from the County Engineers' office. This project is on N 162nd Street. This is in the Long Range Transportation Plan currently, but is being moved up in priority and years. The adjusted cost will reflect that change. The project for N 162nd Street from US 6 to Ashland Road is in the listing for paving work to be completed in 2041 but is moving up to 2026. The year of expenditure has changed and was projected to be 20 million in 2041, but in today's dollars the cost estimate is 12 million. The adjustments to the funding have happened all the way down on the list. This includes adjusting N 98th Street from Holdrege to US 6, bumping it up on the list because the cost went down.

Barnes commented that the project is also being split into 2 segments. The split is 162nd from Ashland to Davey Road and Davey Road to US 6. The North segment, from Ashland to Davey, is classified in the federal functional classification system, making it eligible for federal funding. The South segment is not, however it is pending approval from the federal highway with support from NDOT to be designated in the federal functional classification system. Since this is still uncertain and not approved, but it has been split into 2 so adjustments can be made going forward, but they are just trying to get Lancaster County dollars for the projects now.

Legg replied that the South half of the project has the intent to get TIF with the county funds and waiting on a map revision. The North half has received a HUD grant, so it would not have to be included in the TIF, but maybe it should be in the TIF, so it could be classified as a regional significance.

Barnes asked for a brief overview of how HUD funds will be used to fund the road. This is different in terms of funding sources than what is typically seen in the program.

Dingman agreed, it is different and will be more going forward. The city has HUD funding for Randolph Street for example. This would be earmark money, that has been directed to us from Congressman Lloyd's office and our first HUD project. Also it is economic development money, which is usually not dealt with a lot. The first earmark HUD project was Fletcher Avenue from 84th Street to 148th. This is a new way of doing business for everyone. It is close to negotiating an agreement with HUD but is at the 2 year mark. Hopefully 162nd Street is less than 2 years. Waverly has also received some HUD funds. There was not any HUD money for roads, so it is a new way of funding the roads. This is significant to Lancaster County because roads are being brought forward, that would not have been for decades. It is a working investment. Dingman asked if Larry Legg had anything to add to this topic.

Legg replied that the grant that is being used for construction of this project has already been graded, so there would not be right of way. It is a paving project, so the environmental and design will be on the county's time. The construction should utilize the grant. Legg commented that HUD does not require a match for those funds, if he was understanding it correctly.

Dingman agreed that there is not a requirement for a match, but there is also not an increase. However long it takes to complete the project, the grant is still the original amount. So, there is some urgency in getting these completed. For order of significance to the community, 162nd Street from Hwy 6 to the county line was graded as a critical farm to market route in 1974. People that come to the 1 and 6 meeting have been saying this road was graded and bought right of way back in the 1970's and nothing has been done since that time. This road has a lot of traffic and is the back way into the Co-op and Waverly. This will be significant to the city of Waverly to get this road paved from Highway 6 to the county line. It will also provide a redundant back way into Greenwood and Ashland. This is significant for these times.

Dingman commented that the 98th Street North project needs to be from Adams Street to Highway 6. It is not known if that has any physical impact.

Barnes replied that It is currently in the 2050 LRTP to US 6, but it is being said the scope would be Adams.

Digman said the mile from Adams to Holdrege did get paved, 2 to 3 years ago.

Legg replied that this can be completed now. This could be included in the amendment.

Barnes agreed, this would clean it up and it will just be included in the motion.

ACTION:

Legg motioned for approval with the change to the 98th Street to make it from Adams to US 6. Fisher seconded the motion and carried 15-0-1; Cary, Dingman, Barnes, Bergstrom, Cosier, Figard, Fisher, Humphrey, Lay, Legg, Oelke, Rouse, Bugarin, Varilek and Walker voting 'yes'; Ross abstained; Elliott, Biltoft Shafer, Stuckey-Ross and Yost absent.

REVIEW AND ACTION ON REVISIONS TO THE FY2025-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**August 19, 2025**

- a. N. 162nd Street, Ashland Road to Davey Road – Add project and program federal funds
- b. N. 162nd Street, Davey Road to US-6 – Add project and program federal funds
- c. FY 2025 PL Fund and Professional Services Agreement for Long Range Transportation Plan and Lincoln Mobility Plan – Add project and program federal funds
- d. FY 2026 PL Fund – Add project and program federal funds

Barnes stated that this item is carrying forward the amendment, that was just voted on in the Long Range Transportation plan to add that project as amended into the Transportation Improvement Program which has been submitted to the state. Hopefully this will get approved by the Federal Highway Transit and in place October 1, 2025. This would program this project and put it in 2 segments. As mentioned earlier the improvements are in with the funding source cut from the North section and counting funds for the South section. Along with the amendment to the TIP, planning funds are being added to the TIP for RPL grants. These are grants that are received each year to do the work being done with the MPO, and it is being added to the fiscal year 2025 PL funds. This breaks it out showing the federal funding and the local match.

Next is the sub project of the Long Range Transportation Plan and the Lincoln Mobility Plan that are using those funds. The sub task or sub project is being added to the TIP and going forward with the federal or fiscal year 2026 PL funds and showing those in the planning section of the TIP as well. It is not required to show the funds in the TIP, but in terms of being transparent and open to the community these things show what is happening. This is a good practice.

Figard commented that there was a motion on the change to 98th Street on item 2 but no motion to 162nd Street, was something missed.

Legg replied that the motion was to approve the amendment with or to approve the amendment to the Long Range Transportation Plan with the correction to 98th.

Figard stated that there was no mention of 98th Street.

Legg commented if something needed to be said differently, to please let that be known.

Figard said he did not want a technicality.

Legg replied the intent was to approve the amendment to the TIP with the correction to the 98th Street.

Barnes commented yes, in the Long Range Transportation Plan

Legg asked if that is correct or do we need to back up and do it again.

Barnes replied is that clear for the group. Is there anything else anyone wants an explanation for, with the TIP amendments on agenda item 3.

No one asked for further explanation and agreed it was clear.

Legg responded, it should be clear now.

Barnes asked if there was anything further to discuss with the TIP or amendments.

No additional comments were made.

ACTION:

Legg moved approval, seconded by Figard, and carried 14-0-1: Cary, Dingman, Barnes, Bergstrom, Cosier, Figard, Fisher, Humphrey, Lay, Legg, Oelke, Bugarin, Varilek and Walker voting 'yes'; Ross abstained; Rouse (left early 2:14 p.m.) Elliott, Biltoft, Shafer, Stuckey-Ross, and Yost absent.

OTHER TOPICS FOR DISCUSSION:

- a. Staff update on the 2050 Long Range Transportation Plan Update and Lincoln Mobility Plan

Barnes stated the only standing item on the agenda is updating the Long Range Transportation Plan and the Lincoln Mobility Plan. To report to the committee, that the first ELPC project oversight planning committee meeting on the projects was held and it went well. The consultants from FHU agreed to the meeting and there was some good feedback and input on goal settings for those projects. Also, the first public open house is the week of October 20th. Once that date is set, it will be sent out to everyone so that people can help advertise it. This project will also be at the Planning Commission for briefing on September 17, 2025. This will one of the first public unveilings of the plans and process along with sharing information about the comprehensive plan update. The requested data has been passed off to the consultant team. Also, the subcommittee for the mobility plan is meeting in early September as well as the transportation model subcommittee in September as well.

Public Comment:

Anyone wishing to address the committee on a matter not on this agenda, and not planned to appear on a future agenda, may do so.

There was no public comment.

Barnes proceeded to introduce Ayden Johnson as a new planner helping out with the MPO working specifically on the Lincoln Mobility Plan.

Figard moved to adjourn the meeting, seconded by Fisher and carried 15-0; Cary, Dingman, Barnes, Bergstrom, Cosier, Figard, Fisher, Humphrey, Lay, Legg, Oelke, Bugarin, Ross, Varilek and Walker voting 'yes'; Elliott, Biltoft, Rouse, Shafer, Stucky- Ross, and Yost absent.

There being no further business, the meeting was adjourned at 2:22 p.m.

<https://linclanc.sharepoint.com/sites/PlanningDept-MPO/Shared Documents/MPO/Technical Committee/Minutes/2025/040925.docx>