

## MEETING RECORD

**NAME OF GROUP:** OFFICIALS COMMITTEE MEETING

**DATE, TIME AND PLACE OF MEETING:** February 8, 2019, 9:30 a.m., Mayor's Conference Room, County-City Building, 555 S. 10<sup>th</sup> Street, Lincoln, NE

**MEMBERS AND OTHERS IN ATTENDANCE:** Roma Amundson, Mayor Chris Beutler, Jennifer Brinkman, Ryan Huff and Bennie Shobe; (Cyndi Lamm absent). Mike Brienzo, Teresa McKinstry, David Cary, Paul Barnes, Kellee Van Bruggen and Andrew Thierolf of the Planning Dept.; Kris Humphrey and Roger Figard of the Railroad Transportation Safety District (RTSD); Pam Dingman, County Engineer; and Rick Haden of Felsburg Holt & Ullevig.

Acting Chair Mayor Beutler called the meeting to order and acknowledged the posting of the Open Meetings Act in the room.

### **ELECTION OF COMMITTEE OFFICERS:**

Amundson nominated Brinkman as Chair, seconded by Shobe. Motion carried 5-0: Amundson, Mayor Beutler, Brinkman, Huff and Shobe voting 'yes'; Lamm absent.

Brinkman nominated Shobe as Vice-Chair, seconded by Mayor Chris Beutler and carried 5-0: Amundson, Mayor Beutler, Brinkman, Huff and Shobe voting 'yes'; Lamm absent.

Brinkman requested a motion approving the minutes of the regular meeting held November 16, 2018. Shobe moved approval, seconded by Amundson and carried 5-0: Amundson, Mayor Beutler, Brinkman, Huff and Shobe voting 'yes'; Lamm absent.

### **REVISION TO THE CURRENT FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP); A) LINCOLN ROSA PARKS WAY TRAIL PROJECT. REPROGRAM THE RIGHT-OF-WAY (ROW) AND CONSTRUCTION PHASES OF THE TRAIL PROJECT INTO FY 2019:**

Brienzo stated that information was provided for this amendment. This has been programmed, but ran into environmental review issues. Those were resolved along with design issues. They want to move the project forward. Federal funds were allocated, but are moving to this fiscal year.

**ACTION:**

Amundson moved approval of revision to the current FY 2019-2022 Transportation Improvement Program; a) Lincoln Rosa Parks Way Trail project-reprogram the right-of-way and construction phases of the trail project into FY 2019, seconded by Shobe and carried 5-0: Amundson, Mayor Beutler, Brinkman, Huff and Shobe voting 'yes'; Lamm absent.

**REVISION TO THE LINCOLN MPO 2040 LONG RANGE TRANSPORTATION PLAN – 2016 UPDATE (LRTP) FOR AN AMENDMENT TO REFLECT THE NORTH 33<sup>RD</sup> GRADE SEPARATION AND CORNHUSKER HIGHWAY SUBAREA PLANNING PROJECT AS AN RTSD FUNDED PROJECT TO BE COMPLETED WITHIN 20 YEAR SCOPE OF THE LRTP:**

Paul Barnes stated this has been a project that has been in the works. It is rooted in the RTSD safety project to close the at-grade crossings. There will be amendments proposed to the Long Range Transportation Plan and Comprehensive Plan. This whole concept of the roadway network is considered preliminary.

Kris Humphrey presented the alternative 1D for the alignment and design of the corridor. Barnes added that this is a preliminary plan. This will acknowledge the Corridor Enhancement Plan and Subarea Plan. There is also a Technical Report.

Barnes stated that subarea plans are longer range documents that look into the future with more specifics. Others have been done in the past. Subarea plans are used as guides. They include policies for future zoning changes. They reflect the vision of the stakeholders. There were three public open houses that were held on this plan. He believes this shows good coordination between agencies. We reflected on significant investments in the area and looked at how this would affect the land use and area in the future. We want to acknowledge that the subarea supports development and redevelopment.

We have heard from a lot of people that Cornhusker Highway has a history. There is interest in bringing rejuvenation to the area. New intersections at 33<sup>rd</sup> St. & Cornhusker Hwy. and 33<sup>rd</sup> St. and Superior are shown. There is significant floodplain in this area. Recommendations include adopting the future land use plan and supporting a mixed use environment, but also include new housing opportunities and providing access to green spaces.

The Corridor Enhancement Plan focuses on what can be done to the streetscape or right-of-way. There are recommendations for street trees and sidewalks. It would enhance the area for pedestrians and cyclists, along with motorists. We want to make sure the pedestrian network is complete and safe. There is a proposal for medians to be included in the design, along with fencing and landscaping. There are recommendations for lighting. It also says that design guidelines should be looked at for this corridor.

There is a Candidate Roadway Projects Table in the LRTP. The needs total over \$1 billion dollars. These projects demonstrate the roadway needs of the community to the year 2040. As funding is approved, a project would move from the needs plan to the fiscally constrained plan.

We have been working on this stage of the project for quite some time. This has been to Urban Design Committee, Pedestrian Bicycle Advisory Committee, a Planning Commission briefing and the Neighborhood Roundtable. The last open house was January 17, 2019. This was voted on by Planning Commission and the Technical Committee to support this.

Kris Humphrey stated that over the last year, we have been busy with the planning phase and developing the subarea plan. Olsson Associates is the consultant for the NEPA (National Environmental Policy Act) phase. That will happen over the next three years. Then it will move on to right-of-way acquisition, utility relocation and construction. If everything stays on course, construction would begin around 2026.

Brinkman inquired how the closing of the 48<sup>th</sup> Street underpass is connected to the timing. Humphrey noted that we are currently in a study to look at this. It will look at what would need to be done with the railroad structure. That structure was built in the 1930's. The 48<sup>th</sup> Street project is in the LRTP, but has not moved forward into the 6 year CIP (Capital Improvement Program) yet. We need to look at where that would fall into priorities.

Brinkman pointed out there is only one residential development there. If 48<sup>th</sup> St. is closed, it makes their ability to get south very difficult. We want to make sure the timing will work with the closing. Humphrey thinks that is the exciting part. There is a lot going on in this part of town. The Deadman's Run project is also happening.

Brinkman asked about approving the subarea plan with this roadway alignment and implications of showing this as the preferred option. Barnes believes it is good to remind us that this is a concept. The subarea plan talks about how it is conceptual. There are many future steps to be undertaken. We make amendments to subarea plans and the Comprehensive Plan all the time. Once the roadway alignment is approved the subarea plan can be amended.

Roger Figard added that using that alignment as the part of the subarea plan doesn't prejudice the alternatives. He would expect the preferred alternative will look a little different than any one of the four. Antelope Valley did the same thing. The alternatives and land use plan changed along the way. We had to select one alternative, but that doesn't mandate that specific alternative is set in stone. David Cary noted there have been instances where we have changed alignments in the plan over time. Conditions change, demands change and budgets change. The reality of the South Beltway is the number of alignments that project has had, dating back to 1961. Things certainly do change. We have to be flexible on a big project like this.

Shobe met with some businesses and residences. They are concerned. We tried to stress this is just a draft concept. He thinks you will see people come forward with their concerns.

Humphrey pointed out the phases that have been completed. There is a general process for selecting the final alignment.

**ACTION:**

Shobe moved approval of the proposed amendment to the 2040 Long Range Transportation Plan – 2016 Update to reflect the North 33<sup>rd</sup> Grade Separation and Cornhusker Highway Subarea Planning Project as an RTSD funded project to be completed with the 20 year scope of the LRTP, seconded by Amundson and carried 5-0: Amundson, Mayor Beutler, Brinkman, Huff and Shobe voting ‘yes’; Lamm absent.

**REVISION TO THE LINCOLN MPO 2040 LONG RANGE TRANSPORTATION PLAN – 2016 UPDATE (LRTP) FOR AN AMENDMENT TO REFLECT THE LINCOLN MPO ON-STREET BICYCLE FACILITIES PLAN (LINCOLN BIKE PLAN) AS AN UNFUNDED PLANNING STRATEGY TO PROVIDE THE NECESSARY DIRECTION NEEDED TO IMPROVE UPON THE CITY OF LINCOLN ON-STREET FACILITIES NETWORK AND DEVELOP NEW FACILITIES TO PROVIDE FOR SAFER BICYCLE COMMUTING AND RECREATIONAL OPPORTUNITIES:**

Kellee Van Bruggen stated this would amend the LRTP. This is a similar process to the 33<sup>rd</sup> and Cornhusker plan. This would reference the need to develop a high level bicycle facility network. She showed the existing bike network. This plan would provide guidance. Many of the proposed projects are recommended to be done as part of street rehabilitation and other roadway projects. The plan reiterates that incorporating bicycle facilities with other projects is more cost effective. Another example of cost saving strategy is partnering with other agencies for cooperative ideas. For new facility types, it is likely a pilot project will be used before any significant investment is made. We realize this is dependent on funding ability. Facility types identified are subject to change. We have successfully pursued grants in the past. Implementing the network will require a sustained funding strategy. This is a proposed amendment to the LRTP. We acknowledge that a fraction of the 135 projects may be funded depending on funding ability. The Technical Committee reviewed this. This will also have a public hearing at City Council.

**ACTION:**

Amundson moved approval of the proposed amendment to the 2040 Long Range Transportation Plan – 2016 Update to reflect the Lincoln MPO On-Street Bicycle Facilities Plan as an unfunded planning strategy to provide the necessary direction needed to improve upon the City of Lincoln On-Street Facilities network and develop new facilities to provide for safer bicycle commuting and recreational opportunities, seconded by Shobe and carried 5-0: Amundson, Mayor Beutler, Brinkman, Huff and Shobe voting ‘yes’; Lamm absent.

**BRIEFING ON DESIGNATING A PUBLIC EMPLOYEE TO BE IN RESPONSIBLE CHARGE (RC) OF FEDERAL AID TRANSPORTATION PROJECTS FOR THE LINCOLN MPO:**

Brienzo stated that the new Responsible Charge is the guardian for the documents and guidelines. Brienzo is retiring, today is his last day. A new person needs to be identified for all federal activities and coordinate with the state. The MPO is the Officials Committee. It identifies all the projects, funding and key documents. The MPO is a creature of the state. The Mayor is the executive officer. The Responsible Charge person needs to be fully qualified, trained and kept up to date. They will monitor the day to day planning activities. We have a Memorandum of Understanding with the State of Nebraska. They need to be a full time public employee. They are responsible for all entities and oversight of federal activity, as well as contract activity. We are asking the point of contact to become Kellee Van Bruggen. She has been acting on behalf of the MPO on a number of federal projects. She will provide great oversight.

Brinkman didn't realize today was Brienzo's last day. Brienzo stated that he has been here over 30 years. He started in 1988. He believes we have a good MPO process set up.

Mayor Beutler thanked Brienzo for his years of great service. He has had great patience and he appreciates the great sophistication of the evolving work over the years.

**ACTION:**

Amundson made a motion to designate Kellee Van Bruggen to be in Responsible Charge of Federal-aid transportation projects for the Lincoln MPO, seconded by Shobe and carried 5-0: Amundson, Mayor Beutler, Brinkman, Huff and Shobe voting 'yes'; Lamm absent.

Brinkman believes that Van Bruggen is greatly qualified and looks forward to working together.

**OTHER:**

Dingman has read through all the bylaws for both organizations. She thinks there are some things that need to be changed and updated. This will be a future project.

There being no further business, the meeting was adjourned at 10:30 a.m.