

MEETING RECORD

Advanced public notice of the Officials Committee meeting was posted on the County-City bulletin board and the Planning Department's website.

NAME OF GROUP: OFFICIALS COMMITTEE MEETING

DATE, TIME AND PLACE OF MEETING: June 24, 2021, 1:00 p.m., City Council Chambers, County-City Building, 555 S. 10th Street, Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: Mayor Leirion Gaylor Baird, Ryan Huff, Deb Schorr and Rick Vest; Richard Meginnis and Tammy Ward absent. David Cary, Paul Barnes, Allan Zafft, Kellee Van Bruggen and Teresa McKinstry of the Planning Department; Pam Dingman, Lancaster County Engineer; Elizabeth Elliott of Lincoln Transportation and Utilities; Jenny Young from Felsburg, Holt & Ullevig appeared online via © Zoom Video Communications; and other interested citizens.

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

Vest then called for a motion approving the minutes of the regular meeting held May 17, 2021. Motion for approval made by Mayor Gaylor Baird, seconded by Huff and carried 3-0: Mayor Gaylor Baird, Huff and Vest voting 'yes'; Schorr abstaining; Meginnis and Ward absent.

REPORT ON 2050 LONG RANGE TRANSPORTATION PLAN:

Jenny Young appeared. She presented an overview of the schedule for the development of the 2050 Long Range Transportation Plan (LRTP). The MPO Technical Committee met earlier this week to discuss the recommended resource allocation scenario. This is fundamental to establish a fiscally constrained plan. Staff has been working on developing the draft document over the last month. She would like to receive input on the proposed recommended resource allocation scenario. The last time the work on the LRTP was presented to this group, she talked about some resource allocations. The requirement regarding revenue is that the Metropolitan Planning Organization (MPO) looks at what can be reasonably expected. They start with the base year of 2022 and apply an annual growth rate. There is \$4,524.81 million of total revenues, less committed and restricted funds of \$2,989.93 million which leaves \$1,534.87 million of remaining flexible funds. A portion of the remaining flexible funds of \$239.24 million has full flexibility and \$1,463.09 million must be used in Lincoln. The recommended resource allocation was arrived at based on analysis, community input and coordination with the Project Oversight Committee, the Community Committee and the Technical Committee. She showed an overview of the recommended resource allocation. 70 percent of the STP funds go to Lincoln and 30 percent to

Lancaster County. There are five basic categories of Nebraska Dept. of Transportation (NDOT); Lancaster County Roadways; Lincoln Roadways; Trails, Bikes and Ped; and Transit. There are NDOT projects identified in the LRTP total over \$612 million. \$415 million in State and Federal funding is dedicated to the NDOT Highways Program. A requirement of the LRTP is that we look at the year of expenditure cost. Based on the high level of construction cost increase in recent years, we are looking at a pretty hefty annual inflation rate of 10% in the first five years and tapering off to 7% in the next five years and leveling off to 5% for the remaining years of the 2050 plan. We take this into account when we look at how many projects can be done over the life of the plan. The NDOT plan doesn't have enough to fund all ten projects. They will be listed in terms of priority. First on the list is the South Beltway, second is the West Beltway. These are both committed. The rest are shown in in priority order. Lancaster County Rural Roads program has three categories. Capital Projects is around \$188 million. There is \$258 million in Pavement Maintenance and Pipes, and \$392 million in Operations and Maintenance. They anticipate being able to fund 27 out of 81 projects. For the Lincoln Urban Area Program, revenue forecasts are not enough to address all the transportation needs in Lincoln. They have heard consistently from the community that maintaining existing streets and bridges is a priority. Lincoln Transportation and Utilities (LTU) Operations and Maintenance funding needs for the Operations and Maintenance Program exceed funding projections in the 2040 LRTP – 2016 Update. The 2040 plan assumes an annual inflation rate of 2.5%. The current estimate is 2.75 % based on increasing costs the past five years. \$1.08 billion is needed to fully fund Operations and Maintenance through 2050. For the Road and Bridge Rehabilitation Program, \$518 million is needed and for Studies, PE, ROW and Statutorily Required Records, \$91 million is needed to fully fund staff functions. The LRTP identifies 116 capital projects totaling over \$1.7 billion in need. The recommended resource allocation includes \$500 million. That is entirely committed funding. This funds 44 projects and the remaining 72 projects go unfunded. A comparison was done of the revenue forecasts. The Lincoln On The Move (LOTM) and Highway allocation Bond will allow the City to construct more projects in the first four years. She showed a map of the fiscally constrained roadway capital projects. A lot of these will be funded by LOTM or in combination with the Highway Allocation Bond. There will be some funding gaps in other program areas. \$17 million could fund 2.4 miles of 2 plus 1 projects done opportunistically with rehabilitation. About ten of the 14 miles would remain unfunded. ITS & Technology includes around \$59 million allocation for continuation of existing programs. It would not support large capital costs to invest in new technologies. The East Beltway Preservation pool of funds includes \$23 million to preserve a portion of the 960 acres of land needed. This includes Lincoln funds and Lancaster County Keno funds. For Trails, Bikes and Pedestrian, trail projects include a \$28 million allocation that would fund 30 out of 64 trail projects. Trail Rehabilitation has \$14 million that could reconstruct 16 miles of trails. 100 miles of concrete trails will reach their 50 years life expectancy by 2050. She showed a map of the fiscally constrained trail projects. The On-Street Bike Program would include an allocation of around \$6.5 million. This could re-stripe around 35 miles of bike lanes. This falls short of the 100 miles of proposed bikeways and intersection crossing improvements in the Lincoln Bike Plan. Pedestrian and TDM is around \$37 million which could replace 46 miles of

sidewalks. The last two categories are the Rail Crossing Program of \$236 million of committed funding that is anticipated to address high priority crossing improvements, but not full program needs. Transit is a \$667 million allocation which will allow for continuation of StarTran's current service levels. This will not enable service extensions and wouldn't allow for a pool of funds to be used for federal fund matching. As we looked at all these areas, we looked at a couple of different scenarios. The base revenue only includes the sales tax in the first four years of the plan. We looked if the ¼ cent sales tax were continued through 2050. There would be \$380 million in additional revenue. This could construct 30 additional roadway projects or rehab an additional 210 lanes miles of roadways. If this were increased to ½ cent sales tax, there would be \$760 million additional revenue. An additional 60 roadways capital projects could be constructed or an additional 420 lane miles of roadways could be rehabilitated. This was presented to the Technical Committee. The group acknowledged the funding gap is significant. The Technical Committee recommended that the LRTP be used as a call to action to seek additional transportation funding. They agreed that the LOTM ¼ cents sales tax has allowed for significant improvements. We heard about the growing needs of roads from Waverly and Hickman into Lincoln. The Technical Committee recommended consideration of the devolution of Highway 2 in Lincoln's future Operation and Maintenance costs. They stated the East Beltway is very important and the need to continue to prepare and seek funding for the project. They heard that a growing community brings opportunities and needs. They heard about a desire to shift away from capacity based design to performance based design and practical designs that are cost effective.

Vest stated this is a lot of information. There seems to be a whole lot of opportunities to better our community, but not enough money. This will be a challenge going forward for all entities.

Schorr inquired if the recommendations from the Technical Committee resulted in any changes. Young replied that no changes were made.

Young continued that everyone received a handout on draft transportation policies. These will be included in the LRTP as well as the Comprehensive Plan. She wanted to highlight the policies and see if there were any questions or concerns. These will be included as supporting action steps in the LRTP. The transportation policies are transportation equity, transportation and the environment, complete streets, transportation and managing growth, congestion management, transportation and economic health, pedestrians, bicyclists, transit, public ROW and Access, Freight, shared mobility, advanced mobility, transportation partnerships, transportation safety, transportation maintenance, transportation funding and airport.

Allan Zafft added that the policies have been shared with the Project Oversight Committee. These still need to be shared with the Community Committee. They have been shared with other people and other departments as well.

Mayor Gaylor Baird stated the policies look wonderful and they are overlapping in their wholistic attempt to improve the quality of life and promote economic opportunity and sustainability. She questioned under the transit policy where it references economic equity and travel choice, she wondered if managing downtown parking should be referenced. When people take public transit, it assists in ensuring we have parking capacity for those who drive. It helps with clean air and management of the environment. She thinks that public transit has such a comprehensive role. Sometimes it is helpful when people are choosing transit to remember that it benefits the whole transit system along with parking and the environment. It is nice to acknowledge. Vest stated that is a good point.

Young believes she is hearing general agreement with the policies and resource allocation. The Committee members agreed. Young will proceed with establishing the fiscally constrained plan. They will proceed with taking this to the public later in the summer.

OTHER TOPICS FOR DISCUSSION:

- David Cary announced that the next meeting of the Officials Committee will be on July 20, 2021.
- Paul Barnes stated that Planning Dept. staff member Kellee Van Bruggen is leaving for Colorado. Vest thanked her for her service to Lincoln and congratulated her on her new position.

There being no further business, the meeting was adjourned at 1:45 p.m.