

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: April 10, 2024, 8:30 a.m., Conference Room 113, County-City Building, 555 S. 10th St., Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: David Cary – Lincoln/Lancaster County Planning Department; Pam Dingman – Lancaster County Engineer; Elizabeth Elliott – Lincoln Transportation and Utilities; Paul Barnes and Stephanie Rouse – Lincoln/Lancaster County Planning Department; Gary Bergstrom – Lincoln/Lancaster County Health Department; Clyde Jenkins III – StarTran; Roger Figard – Railroad Transportation Safety District; Stephanie Fisher – City of Waverly; Jennifer Hiatt – Urban Development; Larry Legg – Lancaster County Engineering; Michelle Lincoln – City of Bennet; Kelly Oelke – City of Hickman; Thomas Shafer and Erin Sokolik – Lincoln Transportation and Utilities; Maggie Stuckey-Ross – Parks and Recreation; Brandon Varilek and Curtis Nosal – Nebraska Department of Transportation; (Chad Lay – Lincoln Airport Authority absent). Rachel Christopher, Teresa McKinstry and Jennifer McDonald of the Lincoln/Lancaster County Planning Department; and other interested citizens.

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 January 4, 2024. Motion for approval made by Shafer, seconded by Legg and carried 16-0: Barnes, Cary, Dingman, Elliott, Fisher, Hiatt, Jenkins, Legg, Lincoln, Nosal, Oelke, Rouse, Shafer, Sokolik, Stuckey-Ross and Varilek voting 'yes'; Bergstrom abstaining; Figard absent at time of vote; Lay absent.

CONSENT AGENDA**PUBLIC HEARING:****April 10, 2024**

Members present: Barnes, Bergstrom, Cary, Dingman, Elliott, Figard, Fisher, Hiatt, Jenkins, Legg, Lincoln, Nosal, Oelke, Rouse, Shafer, Sokolik, Stuckey-Ross and Varilek; Lay absent.

The Consent Agenda consisted of the following items:

- a. **Review and action on revisions to the Lincoln MPO 2050 Long Range Transportation Plan (LRTP)**
 - i. **West Beltway (US 77) from I-80 to Saltillo Road – Increase project cost and revise the project extents in the NDOT Highways Program Fiscally Constrained Plan**
 - ii. **N. 33rd Street – Increase project cost in the fiscally Constrained Railroad Transportation Safety District Projects table**
 - iii. **Multimodal Transportation Center – Increase project cost in the Priority Transit Projects table**
- b. **Review and action on revisions to the FY 2024-2027 Transportation Improvement Program (TIP)**
 - i. **State of Nebraska Department of Transportation Program:**
 1. **US-77 Lincoln West Beltway – Increase project costs for all phases**
 - ii. **Lancaster County Engineering Program:**
 1. **Saltillo Road, 27th Street to 68th Street – Increase costs for the ROW/Utilities phase**
 - iii. **City of Lincoln Transportation and Utilities – StarTran Program:**
 1. **Multimodal Transportation Center – Increase costs, update the project schedule, show local match funds in the Preliminary Engineering phase, and add cost and description for installation of electric charging unit stations funded through Section 5339**
 2. **Electric Bus EV Charging Stations – Add project and program federal funds**

ACTION:

Legg moved approval of the Consent Agenda, seconded by Shafer and carried 18-0: Barnes, Bergstrom, Cary, Dingman, Elliott, Figard, Fisher, Hiatt, Jenkins, Legg, Lincoln, Nosal, Oelke, Rouse, Shafer, Sokolik, Stuckey-Ross and Varilek; Lay absent.

REVIEW AND ACTION ON MPO FEDERAL PERFORMANCE MEASURES AND TARGETS**PUBLIC HEARING:****April 10, 2024**

Members present: Barnes, Bergstrom, Cary, Dingman, Elliott, Figard, Fisher, Hiatt, Jenkins, Legg, Lincoln, Nosal, Oelke, Rouse, Shafer, Sokolik, Stuckey-Ross and Varilek; Lay absent.

Rachel Christopher stated this item is regarding Federal Performance Measures and Targets. This is specifically regarding the target for Federal Transit Administration (FTA) safety performance measures and targets. These are updated annually by StarTran. The targets are based on a prior years baseline and are set for fixed route bus and paratransit. Prior to this agenda going out, the Nebraska Department of Transportation (NDOT) and the MPO were preparing adopt revised targets for a new proposed Federal Highway Administration (FHWA) federal performance measure on greenhouse gas (GHG) emissions. However, the MPO was informed that the GHG measure was challenged in court and vacated. Therefore, the StarTran safety targets are the only targets being proposed.

Cary stated that the purpose of this is to be able to have a conversation about performance targets. He pointed out that not meeting the targets doesn't put the funding at risk. Christopher concurred.

Cary commented there is the option for MPOs to create their own targets. He believes the target as adopted by StarTran is reasonable and makes sense.

ACTION:

Barnes moved approval to support the StarTran Performance Targets for Safety as the MPO Targets, seconded by Hiatt and carried 18-0: Barnes, Bergstrom, Cary, Dingman, Elliott, Figard, Fisher, Hiatt, Jenkins, Legg, Lincoln, Nosal, Oelke, Rouse, Shafer, Sokolik, Stuckey-Ross and Varilek; Lay absent.

REVIEW AND ACTION ON THE PROPOSED FY 2025 UNIFIED PLANNING WORK PROGRAM (UPWP)**PUBLIC HEARING:****April 10, 2024**

Members present: Barnes, Bergstrom, Cary, Dingman, Elliott, Figard, Fisher, Hiatt, Jenkins, Legg, Lincoln, Nosal, Oelke, Rouse, Shafer, Sokolik, Stuckey-Ross and Varilek; Lay absent.

Christopher stated this item is to adopt the annual work program. It is a federally required program that is adopted on an annual basis. FY 2025 will start in July. The MPO works with other agencies in developing the work program. The work program describes local transportation planning activities, much of which is funded through MPO and StarTran federal grants at 80 percent with a 20 percent local match. Most activities in the work program are carried over year after year. Some of the major activities included in this year's budget is the update of the Long Range Transportation Plan (LRTP) and developing a Lincoln Mobility Plan. Funds are also shown for the Safe Streets Lincoln Action Plan for MPO and Planning Department staff time developing that plan. Every year, there is a new allocation for the MPO planning grant. Our new allocation is based on the 2020 Census data, which resulted in a small increase in Lincoln MPO's share compared to other MPOs in Nebraska. The budget also includes carryover funds from previous years in addition to the new allocation.

ACTION:

Shafer moved approval of the FY 2025 Unified Planning Work Program, seconded by Rouse and carried 18-0: Barnes, Bergstrom, Cary, Dingman, Elliott, Figard, Fisher, Hiatt, Jenkins, Legg, Lincoln, Nosal, Oelke, Rouse, Shafer, Sokolik, Stuckey-Ross and Varilek; Lay absent.

REVIEW AND ACTION ON THE 2024 SELF CERTIFICATION REVIEW

PUBLIC HEARING:

April 10, 2024

Members present: Barnes, Bergstrom, Cary, Dingman, Elliott, Figard, Fisher, Hiatt, Jenkins, Legg, Lincoln, Nosal, Oelke, Rouse, Shafer, Sokolik, Stuckey-Ross and Varilek; Lay absent.

Christopher stated that the self-certification is signed every year as part of the Transportation Improvement Program (TIP) to confirm that the MPO is continuing to meet all applicable federal requirements. It is signed by the Mayor and NDOT. We do not foresee any problems or issues with signing the approval.

Cary asked when the next quadrennial review is. Christopher responded that every four years, the MPO has a certification review by FTA and FHWA where they certify the MPO. The next quadrennial review will be in May 2025. In addition, we also do an annual self-certification.

ACTION:

Legg moved approval to authorize the Executive Officer to sign the Self-Certification Statement, seconded by Stuckey-Ross and carried 18-0: Barnes, Bergstrom, Cary, Dingman, Elliott, Figard, Fisher, Hiatt, Jenkins, Legg, Lincoln, Nosal, Oelke, Rouse, Shafer, Sokolik, Stuckey-Ross and Varilek; Lay absent.

REVIEW AND ACTION ON THE PROPOSED FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**PUBLIC HEARING:****April 10, 2024**

Members present: Barnes, Bergstrom, Cary, Dingman, Elliott, Figard, Fisher, Hiatt, Jenkins, Legg, Lincoln, Nosal, Oelke, Rouse, Shafer, Sokolik, Stuckey-Ross and Varilek; Lay absent.

Christopher stated this is for the annual TIP adoption for the MPO. The MPO is a federally required organization and is federally funded. The planning area covers all of Lancaster County. We also have representatives from Hickman, Waverly and Bennet as part of the MPO Technical Committee. The TIP is a shorter range planning document which looks at planning projects coming up in the next four years. This runs with the federal fiscal year which is October 1 through September 30. Staff also processes amendments and revisions to the TIP. The projects in the TIP come from the 2050 LRTP. The TIP includes federal and state funded projects, as well as regionally significant locally funded projects. The TIP is fiscally constrained, meaning it must only show funds that are reasonably anticipated to be available. The TIP is also coordinated with the Capital Improvement Program (CIP). The TIP includes a number of programs for transportation agencies. NDOT's program includes interstates, highways and bridges. Other programs described were for County Engineer, LTU-Transportation, LTU-StarTran, Lincoln Airport Authority, Federal Transit Administration, Pedestrian Bike and Trails, Railroad Transportation Safety District and Planning. The TIP is organized with project listings and details for funding by year and source. There is an online map for the TIP. We work with all the different agencies listed in the TIP to provide input. We also conduct an Equity and Congestion Management review for new projects. The MPO Programming and Funding Committee meets and reviews the document. It then comes to the MPO Technical Committee and Planning Commission for review and recommendation, before vote by the MPO Officials Committee. With this year's TIP, NDOT has several new projects as does City of Hickman for Scott's Trail, which was awarded Recreational Trail Program (RFP) funding. There were two LTU-Transportation projects removed. One was the 14th Street/Warlick/Old Cheney Rd. project which is being paused due to uncertainty on timing and impacts of the Highway 77 West Bypass project. Another LTU project taken out was Transportation Livable Neighborhoods. It is being removed from the TIP because LTU will conduct those activities under their Preservation and Optimization initiatives. There were also changes made to the StarTran program per the CIP since the agenda went out. The first change was to StarTran revenue vehicles for buses where funding was split between FY 2025 and 2026 to the need to spread out the local match portion. There

was also a change to maintenance facility construction where all funds except initial funds for a feasibility study were removed, pending future funding through a discretionary grant.

Figard pointed out a correction needed to the RTSD project of 33rd & Cornhusker in the Railroad Transportation Safety District (RTSD) program. He would suggest any motion for approval of the proposed TIP include a correction of the federal aid to show \$7,520,000 in Cost Beyond RZ funds.

Cary noted this is the big list for the MPO. He commented that over the years, the TIP has been improved as a document. He believes it is much more readable. The way the funding sources are identified helps understand these projects in a much more straightforward way. It has been great to watch the MPO evolve. He feels like the TIP has become a much better document.

Shafer added that this process is always a long one. There will most likely be amendments between now and approval, and he noted recent awards for Congressionally directed spending to the MPO area that he assumes will be added to the TIP in the future.

Dingman thinks for future TIP documents, we will also need to add a page for Bennet, Hickman and Waverly. She hopes everyone gets a piece of funding. Christopher noted that for now, the Hickman trail project is under the Pedestrian, Bike and Trails program with the Waverly planning grant appearing under the Planning program.

Barnes noted that Bennet has an award for Planning as well.

ACTION:

Shafer moved approval of the FY 2025-2028 Transportation Improvement Program as presented today, including the revision to StarTran revenue vehicles for buses and the correction noted by the RTSD, seconded by Figard and carried 18-0: Barnes, Bergstrom, Cary, Dingman, Elliott, Figard, Fisher, Hiatt, Jenkins, Legg, Lincoln, Nosal, Oelke, Rouse, Shafer, Sokolik, Stuckey-Ross and Varilek; Lay absent.

BRIEFING ON THE MULTIMODAL TRANSPORTATION CENTER

Elliott wanted to let everyone know about this process. Ultimately, the goal is to provide a safer and more inclusive public transportation system. The bus transfer

center is currently at 11th Street and 'N' Street and will move to around 11th Street and 'L' Street in around 60 days. The current location is inefficient. The concept for a new location has been shaped through multiple efforts. That has culminated to where we are today. We have decided as a group and the public decided on a site near downtown that accommodates the full program. There were many site selection criteria used to select the site. In 2020, there was a feasibility study completed where 18 different site locations were considered. A design charrette was done to dig into the architectural and design aspects. We started looking at a few different options for a future Multimodal Center Location. There were some constraints on Block 101 to the north of the County-City building. We also found that to do a project all within one block that did not have the ability for future expansion, we would not be able to meet the growth needs as projected at that location. For that reason, we started to focus more on the site south of the City-County building that is now the preferred location. Elliot showed the current and planned bike facilities locations that anchor the multimodal aspect. We are proposing to vacate 'H' St. Buses would ingress and egress on 9th Street and 10th Street. She showed a potential rendering of a new Multimodal Transportation Center facility. It would have an indoor waiting area, customer service area with ticket sales and space for off duty Lincoln Police Department (LPD) officers. There will be a large meeting space on the second floor, along with space for StarTran staff. There will be 18 bus bays plus one for a future regional bus line, with protected, lighted and covered space for customers. There will also be visual and audio announcements for buses. The other part of this is improving pedestrian access. We would be doing crosswalk improvements along with trees and landscaping. There are many benefits to building a new center with improvements. This will increase levels of service and should reduce travel times. The total cost is approx. \$33 million dollars. Funding is provided by a \$23.6 million federal grant and other local funds. There has been a lot of community engagement where StarTran staff knocked on doors and talked with the neighborhoods. Everyone they have spoken to has been excited and supportive. We have worked with the Public Building Commission on addressing employee parking that currently occupies the preferred site. We have reached out with social media and a website. We will continue on to present to the Chamber of Commerce and other organizations. We are currently working with Federal Transit Administration (FTA) going through the National Environmental Policy Act (NEPA) and Section 106 reviews. We should have the NEPA studies and work done this month and submitted to FTA for review. We hope to start construction in 2025.

Stuckey-Ross stated that Parks will be starting park construction in 2025. We want to make sure we don't collide with the two projects. Elliott agreed there will be a tremendous amount of construction going on in this area in 2025. The Public Building

Commission will also start construction on an addition to the north parking garage at the same time. We want to make sure we know where to place parking during construction. It will be a very busy but exciting couple of years.

Barnes stated this is obviously a complicated project. He suggested that staff speak with Urban Design Committee and perhaps Historic Preservation Commission regarding a presentation and conversation on this topic. Elliott will reach out to Barnes to discuss that.

Barnes also mentioned there is a TIP item for programing funds to help with multimodal connections using Carbon Reduction Program (CRP) funds. He stated they are trying to coordinate and have conversations about when these improvements happen and how they fit into the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant.

Shafer made a motion for adjournment, seconded by Barnes and carried 18-0: Barnes, Bergstrom, Cary, Dingman, Elliott, Figard, Fisher, Hiatt, Jenkins, Legg, Lincoln, Nosal, Oelke, Rouse, Shafer, Sokolik, Stuckey-Ross and Varilek; Lay absent.

There being no further business, the meeting was adjourned at 9:40 a.m.