

## MEETING MINUTES

### Technical Committee Meeting

Thursday, October 20, 2011

1:30 p.m.

Room 113, County/City Building

**Members Present:** Miki Esposito, Public Works/Utilities; Roger Figard, Randy Hoskins, Public Works/Utilities/RTSD; Marvin Krout, David Cary, Planning; Don Thomas, Doug Pillard, County Engineering; Brian Praeuner, StarTran; Rick Thorson, Health Department; Tom Goodbarn, Brad Zumwalt, Nebraska Department of Roads; Barb Fraser, Pedestrian & Bicycle Advisory Committee.

**Others Present:** Kaine McClelland, Nebraska Department of Roads; Thomas Shafer, Engineering Services; Mike Brienzo, Michele Abendroth, Planning.

---

The meeting was called to order at 1:32 p.m. The Nebraska Open Meetings Act was acknowledged.

#### **1. Review and action on the draft minutes of the September 15, 2011 Technical Committee meetings**

Figard moved approval of the September 15, 2011 Technical Committee meeting minutes, seconded by Cary. The motion carried unanimously with Krout, Hoskins and Thorson abstaining.

#### **2. Briefing planning activities of the Officials Committee action on the recommended MPO Transportation Improvement Program Amendment Policy.**

Brienzo stated that this is an update to the policy of the MPO guidelines for revising the TIP. There are three parts to this, which include 1) formal amendments, 2) administrative modifications, and 3) an expedited amendment process. This amendment process is intended to reflect the State's STIP amendment policy adopted in April. This will allow for better coordination. Brienzo stated that this was brought to the Officials Committee at their September 27 meeting. They expressed a few concerns. One of the concerns was the 20% or \$2 million cutoff between a formal amendment and an administrative modification. The NDOR policy states whichever is greater. Hornung urged that further review and possible reduction in the dollar breakpoint between the major and minor revisions. On the other hand, NDOR strongly urged that we use the 20% and \$2 million figure that they adopted. Staff looked at what other MPOs and other states are doing. Each state can set its own guidelines and the MPO can set separate guidelines but are required to coordinate with other agencies. We can set our own guidelines as long as they are agreeable to NDOR, FHWA and FTA. Zumwalt noted that if we tighten the guidelines, then they would like the State to be exempt. However, they would like to see the same guidelines. He stated that Omaha has adopted the State guidelines. Brienzo stated that they are working through the guidelines and attempting to develop the best policy for the MPO. They will bring this to the Technical Committee at the November meeting.

Figard noted that any amendments in the TIP will have to be acted upon and approved in the CIP. He added that there are enough challenges, and believes it is important to keep our process the same as NDOR's.

Brienzo stated that another issue was brought up by the county regarding the expedited process. If there is an emergency amendment, then the expedited process would be implemented whereby the members vote by email. The county expressed a concern with voting outside of a public meeting in that this process would not abide by the state statute. He stated that he has sent this question to the county and city attorneys for their review.

Zumwalt stated that this process would be a true emergency and would not occur often. An example would be a federal project with a short deadline that would require quick approval or the funds would be lost.

### **3. Update on the planning activities for the Nebraska Department of Roads Long Range Transportation Plan (Vision 2032)**

Zumwalt updated the committee on the State Long Range Transportation Plan (LRTP) update, called Vision 2032, and the progress made over the past year since the last update. The purpose of Vision 2032 is to identify policies and strategies for the future; provide long range/high level view charting the course of transportation; build upon earlier State LRTPs and provide a fresh look at statistics, programs, and policies; provide the basis for guiding the long term capital investment and decision making; integrate various planning efforts into a single, measurable plan; and reaffirm the commitment to provide for transportation needs; and fulfill federal requirements.

Zumwalt stated that in planning for the Summit held in August, a committee developed the vision and identified committee members; identified transportation needs and issues; conducted regional outreach on needs and issues; and developed and redeveloped a draft set of goals, objectives and strategies. The Summit had more than 100 attendees which was an increase in numbers as well as representation. There was a facilitated discussion on the goals and objectives. Through this, they were able to get input from the stakeholders. They received a great deal of input and developed four goals: safety, mobility environmental stewardship, and coordination and cooperation. The first goal is to improve safety with the objectives to reduce fatalities, injuries and property damage as well as to reduce the economic impacts of fatalities, injuries and property damage. The second goal is to improve mobility with the following objectives: manage the use of existing infrastructure through the use of policies, programs and technology; improve response duration and clearance time for incidents on Nebraska's Transportation Network; improve the operating efficiency of Nebraska's transportation system; and maintain the transportation system in a state of good repair. The third goal is environmental stewardship with the following objectives: effectively engage diverse stakeholder participation in the early planning/design phase to facilitate project delivery; ensure environmental commitments made during planning, National Environmental Policy Act and designs are fulfilled during construction; and manage an environmentally sustainable transportation system. The fourth goal is to collaborate with stakeholders to maximize the value of Nebraska's transportation polices and investments with the following objectives: develop a proactive coordination plan between relevant stakeholders; and to identify and maximize public and private resources to enhance program development, resource utilization, and project implementation within Nebraska's transportation system.

Next, Zumwalt noted that they plan to write the draft plan incorporating feedback from the Summit, have a second round of regional outreach on the draft goals, objectives and strategies, and develop a final plan.

This plan is a vision for all Nebraskans. They value all input during the entire process.

Figard noted that more of the cities and counties talk a lot more about economic development and mobility. He asked where the resources are going including more on economic development. It seems that if there was anything weak in the goals, it would be in that area. Zumwalt stated that goal was extremely weak in the last plan and they wanted to strengthen that. They hope to partner with cities and counties in their local and regional goals, and they hope that will be a proactive approach. Roads play a part in economic development, but there is some question on how large a part, because it is one component. They are also working on a model to show the economic impacts of a project.

#### **4. Review and action on the Lincoln-Lancaster County Planning Commission recommended 2040 Long Range Transportation Plan and Technical Report, dated September 7, 2011.**

Brienzo updated the Committee on the LRTP. He noted that the public participation began in August 2010. The LPlan 2040 Advisory Committee (LPAC) and the Interagency Advisory Group provided guidance throughout the process and the Planning Commission held three public hearings with action and recommendation on September 7<sup>th</sup>. Basically, there are three plans: the City of Lincoln Comprehensive Plan, the County Plan and the MPO Long Range Transportation Plan (LRTP). We are looking for a recommendation from the Technical Committee to the MPO Officials Committee for Plan adoption at their December 1<sup>st</sup> meeting.

Cary stated that staff worked hard to meet the federal requirements for the LRTP, one of which is to have a financially constrained plan. There was also another issue with a strong recommendation from the federal agencies to identify the LRTP as an MPO plan. In that process, the result on the local side is that the LRTP is a highly technical financial plan. Concern was that this will have a great deal of impact on the local budget process. It was requested and agreed upon that the detailed financial information be removed from the City-County Comprehensive Plans. Staff is in the process of making these revisions to the Comp Plan for action by the City Council and County Board. This plan will focus on the needs based elements of the plan and implementation section. This means that the Comp Plan will not have the detailed financially constrained plan. That information will be in the LRTP. Some minor changes have been recommended which are mostly minor language changes to be as consistent as possible with the Transportation Chapter. These changes are shown in legislative format in the handout distributed to the Committee. The recommended language is reiterating that this is the MPO's LRTP.

Brienzo stated that how the LRTP relates to the TIP is very important for the MPO planning process. It is important to make that link very visible in the LRTP. I believe we have agreement on this.

Cary explained that if the TIP needs to be amended for a financial technicality or moving projects, only the TIP and possibly the LRTP would be amended and not the Comprehensive Plan.

Brienzo stated that they are seeking approval on the September 7<sup>th</sup> Planning Commission recommendation of the Long Range Transportation Plan with the recommended changes.

Thomas asked if there was anyone from the public wishing to comment on the draft Plan. There was no one.

Figard moved approval of the Lincoln-Lancaster County Planning Commission recommended 2040 Long Range Transportation Plan and Technical Report dated September 7, 2011 with the recommended staff changes; it was seconded by Krout. The motion carried unanimously.

#### **5. Other topics for discussion**

There being no further business, the meeting was adjourned at 2:25 p.m.

*\*\* Please note that these minutes will not be formally approved until the next meeting of the Metropolitan Planning Organization Technical Committee. \*\**

---

Q:\MPO\Technical Committee\Minutes\2011\Technical Committee\_Oct 20 2011.docx

ma/mb