

MEETING MINUTES

Technical Committee Meeting

Thursday, November 17, 2011

1:30 p.m.

Room 113, County/City Building

Members Present: Miki Esposito, Public Works/Utilities; Thomas Shafer, Randy Hoskins, Public Works/Utilities/RTSD; Marvin Krout, Nicole Fleck-Tooze, David Cary, Planning; Don Thomas, Doug Pillard, County Engineering; Brian Praeuner, StarTran; Ken Smith, Urban Development; Tom Goodbarn, Randy Eldorado, Nebraska Department of Roads; Barb Fraser, Pedestrian & Bicycle Advisory Committee.

Others Present: Bruce Bohrer, Kyle Fischer, Lincoln Chamber of Commerce; Brad Zumwalt, Rick Haden, Felsburg Holt & Ullevig; Nancy Hicks, Journal Star; Kaine McClelland, Nebraska Department of Roads; Thomas Shafer, Engineering Services; Mike Brienzo, Michele Abendroth, Planning.

The meeting was called to order at 1:30 p.m. The Nebraska Open Meetings Act was acknowledged.

1. Review and action on the draft minutes of the October 20, 2011 Technical Committee meetings

Hoskins moved approval of the October 20, 2011 Technical Committee meeting minutes, seconded by Pillard. The motion carried unanimously.

2. Review and action on revisions to the FY 2012-2015 Transportation Improvement Program to adjust funding for project implementation.

Brienzo stated that there are three revisions to the FY 2012-2015 Transportation Improvement Program; the first one is Coddington Ave and West Van Dorn intersection safety project, which is being reinstated in the current TIP for FY 2011 and 2012; the second revision is for South 56th Street from Shadow Pines to Old Cheney Road, to add funds to the project; the third project is the 27th Street Bridge from Center Street to Teresa Street, to add project funds for construction from the City wheel tax. This third project is adding a large proportion of project funding but is not changing the scope of the project. The only reason for the amendment is large addition of funds that meets the requirement for an amendment. These amendments are for Technical Committee recommendations to the Officials Committee, which meets on December 1st.

Fleck-Tooze moved approval of the revisions to the FY 2012-2015 Transportation Improvement Program, seconded by Shafer. The motion carried unanimously.

3. Briefing on revising the MPO Transportation Improvement Program Amendment Policy to reflect the State STIP revision criteria.

Brienzo stated this item went to the Officials Committee in October, and they raised a couple issues. The first question is on the cutoff between 20% and \$2 million, whichever is greater. That seemed like a high number initially to Councilman Hornung, and he asked staff to do more research. Staff compared it to what other MPOs are doing, and it was in the realm of what others are doing. Councilman Hornung was okay with that, but asked for some formal reporting on administrative modifications. The second item is if the expedited process meets the local requirements. The City and County attorneys determined that the Committee vote needs to take place in an open, public meeting, and email voting does not meet the open meeting requirements.

4. Briefing on the Nebraska Department of Roads “10-year Priority Road Project Plan” and the programming of the Lincoln West and South Beltways and I-80, NW 56th to US-77, projects as a result of the State Legislature Bill (LB84) passed earlier this year.

Peters provided a briefing on the priority road projects over the next 10 years. He distributed a menu of projects of the first 10 years of investments coming out of LB84 which commits a quarter cent of State sales tax to high priority projects. This is expected to generate \$70 million annually, of which \$60 million is to be used on state highways. Of the State’s share, no less than 15% is required to go toward the State’s expressway system. In FY 16-19, the I-80 project from NW 56th to US 77 is projected at \$30.5 million. In FY 20-23, the South Beltway is projected at \$158 million and the West Beltway at \$20.7 million. This is pre-programming, and they will work with the MPO through the amendment process. Both beltways may require a local match.

Brienzo asked if the West Beltway is entirely a state project. Peters stated that the West Beltway is addressed in the South Beltway agreement, which states that the City and the State will pursue earmarked funds for the West Beltway, and the Warlick interchange will be built at no cost to the City of Lincoln.

Cary asked if there is an updated projected cost for the South Beltway. Peters stated they are showing it as \$169 million in the State’s program. The extra \$11 million is the unspent earmark.

Krout asked how they came up with the prioritization list. Peters stated that they had unfunded needs identified and the priorities were based on travel efficiency needs and partially on how ready the projects are. LB84 established new criteria and no less than \$10 million per year goes to uncompleted expressways. It also opened the door for investment in federally designated high priority corridors. As these projects move into the States 1 and 6 year plan, there will be more public involvement through the normal processes.

5. Briefing on continuing work on the Lincoln-Lancaster 2040 Long Range Transportation Plan.

Cary stated that staff is continuing work on items directly related to the pedestrian and bicycle plan. Our consultant, LSA, has the expertise, to do work in that area. One new aspect of the LRTP is dedicated funding for pedestrian and bicycle capital improvements. The LRTP contains a detailed listing of projects. They have recruited a few dozen volunteers to assess the pedestrian and bicycle network. A charrette will be held on December 3rd to review the results. They will then give that information to the consultant to come up with a list of new improvements. This project is a direct outgrowth of the LRTP. They intend to have this project done by the end of January.

6. Other topics for discussion

Shafer stated that they received word back on the transportation enhancement funding application for bridge replacement. The committee had no comments on the application. This will possibly be on the agenda of a future meeting as an amendment to the Transportation Improvement Program.

Fischer asked if NDOR has an opinion on the fluidity of the list in regard to the South Beltway. Peters stated that there is a modest amount of fluidity to the list. The Department has said that the top priority is asset preservation. Even if all the money were there today, the South Beltway couldn’t be done much faster because there are several years of project development to get it ready.

There being no further business, the meeting was adjourned at 2:09 p.m.

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

Roads Priorities - 10 Year Plan (LB 84)

FY 14-15

Hwy 133, Blair to Omaha	49.8 million
Kearney East Bypass, Phase 2 & 3	24.0 million
Hwy 77, Wahoo Bypass	18.8 million
I-80, 126th to 96th, Omaha	10.0 million
I-80, 60th to 24th, Omaha	10.0 million
I-680, Center - Pacific Street, Omaha	5.0 million
	<hr/>
	117.6 million

FY 16-19

Hwy 30, Schuyler to Fremont	110.3 million
Hwy 75, Plattsmouth to Bellevue, N of Platte River	42.0 million
Heartland Expressway (Hwy 385, L62A to Alliance)	30.0 million
I-80, NW 56th - US 77, Lincoln	30.5 million
Hwy 75, Nebraska City Southeast Interchange	22.5 million
Hwy 6, Hastings Southeast	7.2 million
	<hr/>
	242.5 million

FY 20-23

Hwy 2, Lincoln South Beltway	158.0 million
Hwy 30, US 281 West, Grand Island	25.0 million
Hwy 34 & 75, Murray to Plattsmouth	23.0 million
Hwy 77, Lincoln West Beltway	20.7 million
I-80, 24th to 13th, Omaha	11.0 million
	<hr/>
	237.7 million

TOTAL

597.8 million