

## MEETING MINUTES

### Technical Committee Meeting

Thursday, August 15, 2013

1:30 p.m.

Room 113, County/City Building

**Members Present:** Miki Esposito, Roger Figard, Randy Hoskins, Public Works/Utilities/RTSD; Marvin Krout, David Cary, David Pesnichak, Planning; Doug Pillard, County Engineering; Wynn Hjermsstad, Urban Development; Gary Bergstrom, Health; Brian Praeuner, StarTran; Thomas Goodbarn, Randy Eldorado, Nebraska Department of Roads.

**Others Present:** Barb Fraser, PBAC; David Schoenmaker, Brad Zumwalt, NDOR; Mike Tufte, ESN; Steve Irons, Benesch; Mike Malone, Iteris; 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 May 16, 2013 Technical Committee meeting.**

Krout moved approval of the May 16, 2013 Technical Committee meeting, seconded by Figard. The motion carried unanimously with Hoskins abstaining.

#### **2. Review and action on the *Project Selection Task Force* recommendations on the proposed program of projects for the Federal Transit Administration Enhanced Mobility of Seniors and Individuals with Disabilities (5310) program. Action includes *amending the FY 2014-2017 Transportation Improvement Program to add these projects and funding.***

Brienzo stated that we received four applications for SAFETEA-LU (Section 5310) funding with multiple requests for mini-vans and buses. This call resulted in four (4) Section 5310 applications requesting assistance in the purchase of a total of fourteen (14) specialized transit vehicles. These applications totaled nearly \$537,000 with \$429,000 of federal funding available, and therefore we were not able to fund all these requests. Applications were reviewed and prioritized by the MPO Technical Committee *Project Selection Task Force*. Based upon available funds for the Lincoln planning area, a maximum of 5 vehicles could be purchased this year. The *Project Selection Task Force* recommendation is to provide at least partial funding to all four agencies requesting assistance. The committee is recommending that Madonna receive 1 minivan, Tabitha 1 small bus, Region V Foundation 2 minivans and Developmental Services of Nebraska 1 minivan. We are asking this recommendation be forwarded to the Officials Committee. He noted that this action will also amend the 2014-17 TIP.

Krout asked if this funding is controlled by NDOR and if it allows us to consider more programs. Brienzo stated that this is a state program funded with old SAFETEA-LU Section 5310 program funding.

Cary moved approval of the recommended grant awards for the specialized transit vehicles, seconded by Figard. The motion carried unanimously.

#### **3. Review and action on *revisions to the FY 2013-2016 and FY 2014-2017 Transportation Improvement Programs.***

- a) Nebraska Department of Roads: US-77-BNSF Viaduct (CN 13089), #HSIP-77-2(161)
- b) Lower Platte South NRD: Rosa Parks Way Trail (CN 12945), #ENH-55(164)

Brienzo noted that this amendment only affects the proposed FY 2014-17 Transportation Improvement Program. There are two projects. The first one is the Lower Platt South NRD Rosa Parks Way Trail. We are taking the construction element of the project and moving it forward a year. The second amendment is from the Nebraska Department of Roads for the US-77 viaduct. The project construction funding will be moved forward a year. The project is expected to go out to bid in the next fiscal year.

Figard moved approval of the amendments to the FY 2014-2017 Transportation Improvement Program, seconded by Krout. The motion carried unanimously.

**4. Review and action on a resolution that would allow the Nebraska Department of Roads to assume the role of “Designated Recipient” for the new Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program for the Lincoln MPO.**

Brienzo stated that in 2006 under SAFETEA-LU, the federal administration established two programs; one is Job Access Reverse Commute (JARC), and the other is New Freedom. In 2012, a new authorization called MAP-21 was signed into law. This law folded the JARC program into the Section 5307 program and consolidated New Freedom and Section 5310 into a new program called Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program. StarTran is already the Designated Recipient for the Section 5307 program and no action is required. However, the FTA is asking that the MPO initiate the process for designating a 5310 Designated Recipient. Funds cannot be awarded until this designation is made. Lincoln MPO staff is recommending that NDOR become the Designated Recipient. We have been working with NDOR and they have graciously accepted this role. This resolution will allow the MPO to move forward with completing this designation. The key difference is that all the funds will be allocated to the State but all these funds will be used to program projects within the MPO planning area. The Coordinated Human Services Plan and the Management Plan will need to be updated to reflect the changes called for in MAP-21.

Krout asked how much time it will take for the providers who are in this gap. Brienzo stated that the call for projects will be tied to the NDOR schedule that is expected to take place in February. So it would be late spring before we would be able to fund the projects.

EIDorado stated that their NDOR staff is in agreement with serving as the Designated Recipient.

Figard asked what Division of NDOR will provide this service. Brienzo stated that it will be the Rail and Public Transportation Division.

Krout moved approval of the Nebraska Department of Roads to serve as the Designated Recipient for the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program, seconded by Cary. The motion carried unanimously.

**5. Briefing on the Lincoln MPO Transportation Demand Management (TDM) Strategy for improving individual travel choices and options within the MPO planning area.**

Brienzo give you a run-down on Transportation Demand Management study events that started in November/December and reviewed the status of the draft report. The consultant for this project is Nelson/Nygaard and they are in the process of completing the draft report on the Travel Options Strategy for the Lincoln area. The preliminary draft Travel Options Strategy report was presented to the TDM Oversight Committee and to the Mayor on August 1, 2013.

The Oversight Committee and stakeholders involved in the development of the Travel Options Strategy indicated support of launching a Travel Options Program, however, funding for this program has not yet

been identified. At the August 1<sup>st</sup> meeting, the Committee decided an interim strategy needed to be developed that will identify action items needed to implement a full program. This includes identifying a revenue source to fund the proposed Travel Options program. We are asking Nelson/Nygaard give a presentation at the next Technical Committee meeting scheduled for September 26<sup>th</sup> which will allow Committee members not on the Oversight Committee and the Stakeholders to view the final draft. This meeting will be followed by an Officials Committee meeting the next day.

Figard asked where the funding is being spent. Brienzo stated that funds have not been set aside at this time and locating these funds will be a key activity for the interim strategy. When funding becomes available, a full-time Travel Options Program Manager will be needed to head up the Travel Options program. This will include develop web pages, program branding and coordination with other modes and agencies. What we are doing now is completing the *Travel Options Program Strategy* for use in developing a working Travel Options Program for Lincoln and the MPO planning area. The first year will be developing the program's identity and its framework.

#### **6. Report on current status of Pedestrian and Bicycle Counting activity and a proposed comprehensive city-wide pedestrian and bicycle counting program.**

Pesnichak stated that the Technical Committee requested that staff review options for a City-wide bicycle and pedestrian counting program. The current counts do not provide year round data and do not differentiate between user types. The benefits of a comprehensive program are to support funding requests for grants, and it provides valuable information for planning. The proposed program has manual counting, automatic counting, voluntary user-data collection and user surveys and rack occupancy counts. The manual counts are very valuable and are snapshots in time. The automatic counters are necessary for 24/7 data and are an important part of a comprehensive program. This is probably the most important piece for an overall program. The drawback is the installation cost and maintenance. The voluntary user data gathering collects complete user information. It is an app for a phone and will track the distance, the mode and the purpose of the trip. The drawback is that there would need to be a campaign to let users know about it. The user surveys and rack occupancy count are used as needed. This would provide valuable information, but can be labor intensive and would be snapshots in time.

The overall data maintenance and data gathering would be handled by the Planning Department. Public Works and Parks would provide the automatic counter installation and maintenance. They would recommend 6 counters for a cost of \$16,000 and an annual maintenance fee of approximately \$3,000 per year. There are many benefits of doing a comprehensive program, especially in terms of grant funding, but the program may need to be phased to cover the costs.

Hjermstad asked how the locations of the six counters were identified. Pesnichak stated that it was based on NDOR's experience and just from looking at the map.

Fraser asked if they looked at any mobile counters. Shoenmaker stated that the advantage of permanent counters is having the 24/7 counting and they give an overall sense of the trails network.

Esposito asked how long the counters last. Shoenmaker stated that they would have a 10-15 year life but at some point they would be technically obsolete.

Brienzo stated that this is valuable information, and he would like to see data on commuters.

**Other topics for discussion.**

There being no further business, the meeting was adjourned at 2:48 p.m.

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

ma/mb

Q:\MPO\Technical Committee\Minutes\2013\130815.docx