

## MEETING RECORD

**NAME OF GROUP:** TECHNICAL COMMITTEE MEETING

**DATE, TIME AND PLACE OF MEETING:** April 30, 2015, 1:30 p.m., Conference Room 113, County-City Building, 555 S. 10<sup>th</sup> Street, Lincoln, NE

**MEMBERS AND OTHERS IN ATTENDANCE:** David Cary - Acting Director of Planning Dept., Miki Esposito - Director of Public Works & Utilities; Gary Bergstrom of the Health Dept.; Roger Figard and Randy Hoskins of Public Works & Utilities; Thomas Goodbarn and Brad Zumwalt of Nebraska Dept. of Roads; Wynn Hjermsstad of Urban Development; Lynn Johnson of Parks and Recreation; Ron Neal of County Engineer; Brian Praeuner of StarTran and Kellee Van Bruggen of Planning Dept. (Pam Dingman and David Haring absent). Mike Brienzo and Teresa McKinstry of the Planning Dept.; Sara Hartzell of Parks and Recreation; Thomas Whitman of Nelson Nygaard; Gary Bentrup; Justin Luther of the Federal Highway Administration; Bill Bivin; and other interested citizens.

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

Esposito then requested a motion approving the minutes of the meeting held February 20, 2015. Motion for approval made by Goodbarn, seconded by Cary and carried 11-0: Bergstrom, Cary, Esposito, Figard, Goodbarn, Hjermsstad, Hoskins, Neal, Praeuner, Van Bruggen and Zumwalt voting 'yes'; Johnson absent at time of vote; Dingman and Haring absent.

### **REVIEW AND ACTION ON REVISIONS TO THE FY 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM:**

- a) **Nebraska Department of Roads: N-2 – Lincoln to Syracuse: resurface and widen shoulders, 26.7 miles (C.N. 13263 HSIP – 2-6 (123), funding revisions**
- b) **Lower Platte South-Natural Resources District: Add project, Salt Creek Levee Trail, N 14<sup>th</sup> Street to Cornhusker Highway, 4,950 foot, 10-foot wide, concrete trail on the Oak Creek and Salt Creek Levees between Haymarket Ball Park Trail and Cornhusker Highway**
- c) **City of Lincoln, Trails: Billy Wolf Trail, #RTP 2014(002), Move project funding for construction and construction engineering into FY 2014-15**

Mike Brienzo stated that the current TIP needs to be amended to reflect projects funding adjustments. The first amendment is Highway 2 from Lincoln to Syracuse. The State is

switching out National Highway Funding for National Safety Funding. The cost has also been reduced a little.

Brad Zumwalt stated this is a maintenance item.

Roger Figard believes this is the same project as appeared before this committee last time. Brienzo replied that this is the same project with adjustments to the funding. In February National Highway Funding were added and these are being replaced with National Safety Funding. Since we are changing federal funding categories, an amendment is required.

Brienzo continued that the second project is the Salt Creek Levee. This is a project that is in the Trails Plan. Recreational Trails Program Funds from the Game and Parks Commission became available and the Lower Platte South NRD had an opportunity to use them on this project. The trail being developed is located on the Salt Creek levee, it is ten-foot wide, and will have a concrete surface. It is a project the NRD was already working on and were going to add to the proposed TIP next year but funds became available and we are able to obligate these funds to the project this year.

The third project is Parks and Rec, Billy Wolff Trail. There was an opportunity to take advantage of Recreational Trails Program Funds from the Game and Parks Commission and advance this project one year. The project scope does not change.

#### **ACTION:**

Figard moved approval of a) Nebraska Department of Roads: N-2–Lincoln to Syracuse: resurface and widen shoulders, 26.7 miles (C.N. 13263 HSIP – 2-6 (123), funding revisions; b) Lower Platte South-Natural Resources District: Add Salt Creek Levee Trail, N 14<sup>th</sup> Street to Cornhusker Highway, 4,950 foot, 10-foot wide, concrete trail on the Oak Creek and Salt Creek Levees between Haymarket Ball Park Trail and Cornhusker Highway and c) City of Lincoln, Trails: Billy Wolf Trail, #RTP 2014(002), Move project funding for construction and construction engineering into FY 2014-15, revisions to the FY 2015-2018 Transportation Improvement Program, seconded by Zumwalt and carried 11-0: Bergstrom, Cary, Esposito, Figard, Goodbarn, Hjernstad, Hoskins, Neal, Praeuner, Van Bruggen and Zumwalt voting ‘yes’; Johnson absent at time of vote; Dingman and Haring absent.

#### **REVIEW AND ACTION ON A RECOMMENDATION REGARDING 2015 SELF-CERTIFICATION REVIEW THAT THE TRANSPORTATION PLANNING PROCESS FOR THE LINCOLN METROPOLITAN AREA COMPLIES WITH APPLICABLE FEDERAL LAWS AND REGULATIONS. INCLUDES BRIEFING ON THE FHWA/FTA 2013 QUADRENNIAL TMA CERTIFICATION REVIEW:**

Brienzo stated that each year, we make sure the TIP is reviewed to meet Federal guidelines. We work with the State on this on developing an acceptable resolution. Both the State and MPO signs off on the resolution and this is included in the TIP. The Tech Committee’s recommendations will be brought forward to the Officials Committee. In 2013, our planning process was certified by FHWA and FTA through stating that the MPO is meeting all Federal

regulations. As a result of this review, we put together an action plan for the MPO. We have followed through on these recommendations. One key item was to make sure we have a process in place to efficiently modify the TIP. We were also asked to ensure that we have an accommodation policy in place for Americans with Disabilities. Accommodation policy was amended to the Public Participation Plan and a notice is included on all agendas. We were also asked to coordinate with the State and all public agencies, which we do regularly. One of the focus areas stated was to further develop Performance Based Planning and Programming activities. You will see more on this at the MPO Coordination meeting scheduled for June 10, 2015. This will be an item on the agenda. We are documenting the public processes and posting them on the web. We are also continuing to engage the freight community. Some items we are acting on, such as transportation modeling activities are being evaluated with our consultant we are working with in updating the MPO's Long Range Transportation Plan. With Committee approval, this will be forwarded on to the Officials Committee.

Esposito asked how often the certification is reviewed. Brienzo replied it is reviewed annually. Esposito wondered if Lincoln is affected by Omaha in the Clean Air Act. Gary Bergstrom believes they are still taking comments on the EPA's proposed changes to the Air Quality regulations. They have yet to propose a new standard. It would likely be a few years down the road before we would see any impacts. We don't know if anything will happen or not. The Health Dept. is looking into some exploratory monitoring activity.

**ACTION:**

Cary moved approved of the 2015 Self-Certification review that the Transportation Planning Process for the Lincoln Metropolitan Area complies with applicable federal laws and regulations, seconded by Figard and carried 12-0: Bergstrom, Cary, Esposito, Figard, Goodbarn, Hjermsstad, Hoskins, Johnson, Neal, Praeuner, Van Bruggen and Zumwalt voting 'yes'; Dingman and Haring absent.

**REVIEW AND ACTION ON THE PROPOSED FY 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM:**

Brienzo stated that the TIP is updated annually. It is a four year document. The program includes projects that we are seeking Federal funds. It also requires projects that require Federal review or have significant impact on the transportation system. The document is also used to coordinate projects, is fiscally constrained and is coordinated with the Long Range Transportation Plan. We make sure that capital projects are selected from the priority list in the LRTP. Others such as maintenance, ITS and operations projects are considered in general conformance with the Plan. We solicit projects early on and put together a draft program for the Project Selection Committee's review. We work all transportation agencies including the Nebraska Dept. of Roads, County Engineering, Lincoln Public Works, StarTran, Lincoln Airport Authority and the Parks and Rec. Dept and NRD. We list projects from other agencies as needed, such as the Railroad Transportation Safety District. With the Tech Committee's recommendation, this Document will advance to the Planning Commission for public review.

They will hold a public hearing, take comments and will forward those back to the Technical Committee on May 21, 2015.

Figard believes Thomas Schaefer has a few revisions to the TIP. Funds need to move from one year to another.

Thomas Shaefer proposed the following corrections to:

C – Public Works section:

- page C-1 - Coddington & West Van Dorn – numbers in the 2016-17 column for PE, PE, Util, Util, ROW and ROW need to move to 2015-16, numbers in the 2017-18 column for Construction/CE and Construction/CE need to move to 2016-17;
- page C-2 – 66<sup>th</sup> & Fremont – numbers in the 2016-17 column for ROW, ROW, Utilities and Utilities need to move to 2015-16, numbers in the 2017-18 column for Construction/CE and Construction/CE need to move to 2016/17;
- page C-3 – Item 6, South Beltway needs to be removed;
- page C-5 – Engineering Services Division: Traffic Engineering – Traffic Operations & Maintenance – add 1,758.9 GR to 2018-19; and

G – Ped, Bike & Trails section:

- The map on first page of section to be updated to include project 6 – Cavett Elem. to Grainger Connector and project 7, Stonebridge Trail.

Gary Bergstrom proposed a correction to the Joint NDOR-MPO Certification Statement on page viii of the Introduction. “Carbon Monoxide (CO);” needs to be removed from Item 2. The Health Dept. does not operate any CO monitors any more. The Health Dept. was informed we would not have to continue monitoring for carbon monoxide. Esposito stated, that without any objections, it can be removed from the certification statement.

**ACTION:**

Zumwalt moved approval of the 2016-2019 Transportation Improvement Program with the following corrections:

Section C – Public Works section: page C-1 - Coddington & West Van Dorn – numbers in the 2016-17 column for PE, PE, Util, Util, ROW and ROW need to move to 2015-16, numbers in the 2017-18 column for Construction/CE and Construction/CE need to move to 2016-17;

page C-2 – 66<sup>th</sup> & Fremont – numbers in the 2016-17 column for ROW, ROW, Utilities and Utilities need to move to 2015-16, numbers in the 2017-18 column for Construction/CE and Construction/CE need to move to 2016/17;

page C-3 – Item 6, South Beltway needs to be removed;

page C-5 – Engineering Services Division: Traffic Engineering – Traffic Operations & Maintenance – add 1,758.9 GR to 2018-19; and

Section G – Ped, Bike & Trails section: map on first page of section to be updated to include project 6 – Cavett Elem. to Grainger Connector and project 7, Stonebridge Trail.

Introduction, page viii – item 2: remove “Carbon Monoxide (CO)”

Motion for approval as amended seconded by Goodbarn and carried 12-0: Bergstrom, Cary, Esposito, Figard, Goodbarn, Hjernstad, Hoskins, Johnson, Neal, Praeuner, Van Bruggen and Zumwalt voting 'yes'; Dingman and Haring absent.

**REVIEW AND ACTION ON THE MPO'S PROPOSED FY 2015-2016 UNIFIED PLANNING WORK PROGRAM:**

Brienzo stated that each year, we develop a unified planning work program. We received notification from the State on funds that will become available. This year we did receive a total allocation of \$379,638.00. There were some carryover funds which brought the total to \$535,706.00. The local share will be \$133,927.00 with a total programming of \$669,633.00. That is broken down according to projects. The document shows how it was divided up. You will notice the Transportation Plan update and modeling activities take the bulk of the program funds. We have a number of staff who depend on this program as well as long range planning activities. These funds also support two FTEs, support staff, and GIS work, this is in the program. We are working at contracting to update the model. We should have something for the group shortly. There will probably be a kickoff in the later part of June. We did receive a letter from Nebraska division on indirect cost rates that are allowed. We worked to adjust the cost allocation program, which were minor adjustments from last year. In terms of claims, we focus on a 30 percent overhead rate and that seems to be acceptable for accounting purposes. There is a new report in this program from the Lincoln Airport Authority. The Airport Authority is updating their master plan beginning this year. The State noticed a few typographical errors in the program that will be corrected. We also placed a note on the agenda for addressing the FHWA and FTA Planning Emphasis Areas for 2016. The FHWA and FTA issued the planning emphasis area in March to the coming fiscal year. They are putting more emphasis on the performance based planning program and other MAP-21 issues. We are addressing these in the Work Program and the LRTP.

David Cary commented that this is a busy time for the MPO and all city staff did a nice job getting this out on time.

**ACTION:**

Figard moved approval of the proposed FY 2015-2016 Unified Planning Work Program, seconded by Cary and carried 12-0: Bergstrom, Cary, Esposito, Figard, Goodbarn, Hjernstad, Hoskins, Johnson, Neal, Praeuner, Van Bruggen and Zumwalt voting 'yes'; Dingman and Haring absent.

**BRIEFING ON THE FHWA AND MPO BICYCLE AND PEDESTRIAN SAFETY ASSESSMENT INITIATIVE TO REDUCE THE GROWING NUMBER OF PEDESTRIAN AND BICYCLIST INJURIES AND FATALITIES THROUGH A COMPREHENSIVE APPROACH THAT ADDRESSES INFRASTRUCTURE SAFETY, EDUCATION, VEHICLE SAFETY AND DATA COLLECTION:**

Justin Luther thought it was a great exercise to walk in the field and gain a new appreciation. Kellee Van Bruggen was a huge help. This is a USDOT initiative that came out last fall. This is an

opportunity for everyone to get outside for an assessment. We are making improvements which will help bicycle riders and pedestrians. Currently, we have a report due to Secretary's office on June 1, 2015. Observations are put together. We need to work with our partners to see what level of detail we want, in going forward with our recommendations. There was about 25 people in the field and we had an aerial which everyone identified problems. We took all those comments and you could start seeing some trends. There are a lot of features to the 27<sup>th</sup> Street corridor. Everyone pulled together all of their observations. We have done a lot of work with addressing ADA with regard to crosswalks and curb cuts. There are a number of unmarked crosswalks. There are curb cuts but no signs. Some bus stops are a pretty long ways from a crosswalk. There are a lot of opportunities for jaywalking. Signalized intersections have a countdown crosswalk. A few participants noted that crossing can take you a long time. We need to perhaps look at how those are timed. Some islands obstruct the crosswalk. It appears to be an old design that can be addressed when an intersection is redone.

Cary would like Luther to elaborate how many people and agencies were involved in the exercise. Luther replied that about 25 people participated. They split into four groups. This was a USDOT initiative. The groups were set it up where we had at least one DOT representative in each group. Omaha is doing this same effort. Five or six divisions of NDOR were involved.

Kellee VanBruggen stated that NeighborWorks was involved also. Everyone was seeing different things. She thought it was a really good mix of people. Brienzo added that FTA personnel came from Kansas City just for the event.

Wynn Hjernstad asked what happens to the report. Luther replied this will be a report with recommendations, documenting what was seen and recommended as a group. The reason for the report is that it will get rolled up into a national report. The idea is to develop national tools and templates from the recommendations.

Hjernstad noted there is an upcoming project on N. 27<sup>th</sup> St. and she wondered if there are elements of this report that could be included. Figard replied there are paving repair projects on the 27<sup>th</sup> St. corridor from Capitol Parkway to I-80. They can look at some of those items on the corners. Hjernstad believes some recommendations such as striping etc. can be done while the City is already there. Figard believes some of these projects are overlay.

#### **BRIEFING ON THE LINCOLN STARTRAN TRANSIT DEVELOPMENT PLAN (TDP) UPDATE:**

Brian Praeuner stated that they are putting together data using transportation models and gap analysis. They held the first open house yesterday and have another one tonight. We will get some more public comment. There will be a focus group of stakeholders as part of this process to make sure we are on the right track with this project. We will have some more public input meetings and open houses. We are trying to complete the project by December of this year. Part of the public participation process is an online program to design your own program. This helps us to determine what the community wants.

Thomas Whitman of Nelson Nygaard stated that if you haven't seen the survey, take a look and pass it on if you like what you see. From a process perspective, there are no recommendations. We are still in the data gathering phase. We will come back for the public outreach phase. We will go back with the recommendations and come back with a final product.

Esposito used the system and the prioritizing what you personally want, can be tricky. The comments won't be released until September. Whitman stated that they have a project website and will be releasing an existing conditions report. They will be releasing alternatives and place those online.

Esposito asked if costs are developed to match those programs. Whitman replied that any recommendation will be fiscally constrained in some sense.

Cary pointed out that this is an important piece of the LRTP. These findings will end up being developed into that plan.

Zumwalt inquired if the survey will assess the demand. Whitman replied there are two ways that we assess that. All surveys indicate evening service needs to be addressed. Compared to most cities your size, Lincoln is way below where you should be. Two things we see in cities this size are later bus service and more service. The second piece is the employment factor, where are they working or going, for entertainment. Everyone wins when service is operated later. We need to make sure that it will be used if it is implemented.

**BRIEFING ON THE LINCOLN MPO 2040 LONG RANGE TRANSPORTATION PLAT (LRTP) UPDATE AND TRAFFIC MODEL UPDATE:**

Brienzo stated that the Project oversight Team has been working with our consultant on developing the scope of services. We have a team that is working with FHU. We have a draft in place and are waiting on the NDOR to give us approval on the Independent Cost Estimate. The next step in this process is to get it approved. Then we can sit down and tie everything together. Once that is done, we will know what the funding responsibility is and have the project kick-off. We will be working with the twelve member oversight team.

Esposito inquired if contract agreements come through this body. Brienzo replied no. If everything is approved, it goes to the Officials Committee and the Mayor, as Executive Officer, signs off. We will work with the team and report back to this committee.

**OTHER TOPICS FOR DISCUSSION:**

There being no further business, the meeting adjourned 2:45 p.m.