

MEETING RECORD

NAME OF GROUP: TECHNICAL COMMITTEE MEETING

DATE, TIME AND PLACE OF MEETING: May 21, 2015, 1:30 p.m., Conference Room 113, County-City Building, 555 S. 10th Street, Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: David Cary - Acting Director of Planning Dept., Pam Dingman – County Engineer, Miki Esposito - Director of Public Works & Utilities, Michael Davis of StarTran, Roger Figard and Erin Sokolik of Public Works Engineering Services, Tom Goodbarn and Noel Salac of Nebraska Dept. of Roads, Lynn Johnson of Parks & Recreation, Kellee Van Bruggen of the Planning Dept.; (David Landis and Chris Schroeder absent); Mike Brienzo and Teresa McKinstry of the Planning Dept.; Sara Hartzell of Parks & Recreation; Kari Ruse and Brad Zumwalt of Nebraska Dept. of Roads; Rick Haden of Felsberg, Holt & Ullevig; and Nancy Hicks of the Lincoln Journal Star.

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 April 30, 2015. Motion for approval made by Figard, seconded by Goodbarn and carried 10-0: Cary, Davis, Dingman, Esposito, Figard, Goodbarn, Johnson, Salac, Sokolik and Van Bruggen voting 'yes'; Landis and Schroeder absent.

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

- a) **City of Lincoln, Streets: Add Superior Street, North 27th to Cornhusker Hwy: Rehab and resurfacing project, approximately 2.0 miles;**
- b) **City of Lincoln, Streets: Add Old Cheney Road, 40th Street to Neb Hwy 2: Rehab and resurfacing project, approximately 1.25 miles;**
- c) **City of Lincoln, Streets: Add North 27th Street, Holdrege Street to Fletcher Ave: Rehab and resurfacing project, approximately 3.25 miles.**

Mike Brienzo stated that the current TIP needs to be amended. The first project is to add Superior Street rehab project. The second adds Old Cheney Rd. project for repairs, and the third adds 27th St. for repair and rehab. AC is a funding tool that allows local funds to be used on a project and replaced with Federal funds at a later date.

ACTION:

David Cary moved approval of a) City of Lincoln, Streets: Add Superior Street, North 27th to Cornhusker Hwy: Rehab and resurfacing project, approximately 2.0 miles; b) City of Lincoln, Streets: Add Old Cheney Road, 40th Street to Neb Hwy 2: Rehab and resurfacing project, approximately 1.25 miles; and c) City of Lincoln, Streets: Add North 27th Street, Holdrege Street to Fletcher Ave: Rehab and resurfacing project, approximately 3.25 miles, revisions to the FY 2015-2018 Transportation Improvement Program, seconded by Noel Salac and carried 10-0: Cary, Davis, Dingman, Esposito, Figard, Goodbarn, Johnson, Salac, Sokolik and Van Bruggen voting 'yes'; Landis and Schroeder absent.

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

Brienzo stated that the TIP was advanced with minor revisions for public hearing before Planning Commission. They did not receive any comments. This was also posted as a public notice. There is one revision being proposed today to the RTSD section. The project at 33rd and BNSF Railroad, south of Cornhusker is in the proposed TIP, but Roger Figard was reviewing it and believed that funds needed to be added to show the full cost. The full scope of funding for the years of 2016-17, 2017-18, 2018-19 and Cost Beyond Program need to be shown for a total project cost of \$77 million dollars.

Roger Figard wants everyone to know that no final designs have been done yet. This is for preliminary work. The RTSD has a long range plan. Having funding dollars in place for the long range is a necessary tool. For FHWA to participate, you need to have a plan in place. This is a step to make sure the opportunity is there for Federal funding in the future.

Pam Dingman asked what is covered in the \$600,000.00 for 2015-16. Figard replied that is part of the preliminary study. Any money not expended has to be re-budgeted and carried over.

Cary wondered if the minutes from the Planning Commission briefing on the TIP will be available. Brienzo stated that as soon as the minutes from that briefing are available, they will be added to the comments section of the TIP once they are approved.

Salac inquired if this will be looking at alternatives, along with the feasibility study. Figard replied we are still working on the scope. We don't want any fatal flaws. Salac further inquired if the FHWA is involved yet. Figard replied yes. They will continue to involve them.

ACTION:

Figard moved approval of the FY 2016-2019 Transportation Improvement Program, seconded by Dingman and carried 10-0: Cary, Davis, Dingman, Esposito, Figard, Goodbarn, Johnson, Salac, Sokolik and Van Bruggen voting 'yes'; Landis and Schroeder absent.

BRIEFING ON OMAHA-LINCOLN VAN AND CAR POOL PROGRAM:

Kari Ruse from the Nebraska Dept. of Roads appeared. She stated that she was contacted by MAPA several months ago. They wanted to see about starting a van pool program. The University of Nebraska is also involved. They have had several discussions. The concept really took off when we did some research and discovered there were several companies that do this for a profit. There is an opportunity for a public/private partnership. One is called V Ride and the other is the Enterprise car rental people. The mission statement focuses on commuting between Omaha and Lincoln. This has been broadened to a statewide scope. Some of the short term goals are to write a funding request, receive funding, work with MAPA to write a RFP and incorporate a vanpool/carpool into a statewide scope. They hope to launch and expand the demonstration project and do a feasibility study, with a long term goal of implementation. CMAQ funds could be requested. Any project that includes any element of rural could include 5311 or possibly 5307 funds. Local match will be an issue. They became aware of private investment in commuting act. This is a piece of legislation that is fairly new. This money cannot be used to match CMAQ money. There are potentially other sources of funding such as community development grants or employer match. We hope to release the RFP by September, 2015.

Esposito wondered about the rates that would be charged. Ruse replied that the drivers would pay. V Ride said a typical subsidy for a van is \$400.00 a month. Whoever is hired would figure the customer rate for that particular van pool.

Brienzo understands that the vendor will have Wi-Fi on the vans. Ruse replied that you can get very fancy with various amenities. Brienzo noted that when Gallup moved to Omaha, they still have some employees in Lincoln so they have a commuter bus system if employees need to go to Omaha.

Cary questioned if a private vendor would do a ride matching program. Ruse replied that could be part of this technology. She understands this is a grass roots effort on the part of the vendor to solicit riders. It could take some time to market and educate people.

Michael Davis stated that it sounds like there is some good information on Omaha and Lincoln. Ruse noted that MAPA has done several commuter pattern studies. The University has done studies as well. She believes there is a lot of potential.

Salac believes that with the possible solicitation of CMAQ funds, some research has already been done on this. He believes Brad Zumwalt has done some research on this. He thinks it sounds like a great idea.

OTHER:

Brienzo stated that the City of Lincoln and Lancaster County will be receiving additional State funds at some point in the future. This is due to the legislative increase in gas tax that will increase beginning Jan. 1, 2016.

Esposito extended gratitude for any additional funds that may assist Lincoln and Lancaster County.

There being no further business, the meeting adjourned at 2:05 p.m.

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MISSION STATEMENT: OMAHA - LINCOLN VAN AND CAR POOL PROGRAM

Mission Statement

The goal of this initiative is to save participants money and time as well and improve overall community health through congestion mitigation, better air quality, and improved safety on interstates and highways. This will be done by creating a vanpool/carpool network to provide improvements in the quality of life to participants commuting between Omaha and Lincoln or into one of the two Metros.

Information

The Omaha and Lincoln metro areas share strong economic, social, and political ties, with many people traveling between the two areas for work, family, and entertainment purposes. As the two largest cities in Nebraska Lincoln and Omaha have close to three-quarters of the state's population and are major economic and government centers for the state. The close proximity of the two cities with the concentration in populations, and government functions means that many people choose to live and work between Omaha and Lincoln or commute from one metro to the other; these factors create substantial demand for transportation between the two communities.

MAPA and the cities of Omaha and Lincoln along with Nebraska Department of Roads and several local universities have seen a rising demand for expanded methods of transportation between Lincoln and Omaha in recent years. Large numbers of people reporting traveling between the two cities for work on the Census's American Communities Survey, as well as the Department of Labor's Labor and Commuter Shed Report, an independent study done by MAPA recoded the traffic in and out of the Omaha Metropolitan Region and found that there were substantial numbers of people commuted from the Lincoln region into the Omaha region on a regular basis.

The commuter program wishes to create a comprehensive van and car pool network to connect the Lincoln and Omaha regions. This van and carpool network would serve as the stepping stone towards more formalized transit networks between the two cities and from the cities to and from their surrounding communities. Initially this project would seek to provide a diverse and inexpensive method of transportation between the two communities, facilitate economic growth, increase commuter safety, decrease congestion in the cities and along the routes between them, and improve air quality throughout the metro regions by decreasing the number of cars traveling between the cities and increasing the density of the cars making this commute.

Communities and Agencies

- City of Omaha
- City of Lincoln
- Edward County
- Scotts Bluff County
- Nebraska Department of Roads
- University of Nebraska
- University of Lincoln
- Metro Transit
- MAPA

Goals

- Improve air quality
- Decrease congestion
- Improve safety
- Increase parking availability and density in downtown areas
- Provide transportation options
- Provide money saving opportunities
- Increase inter-city connections
- Expand employment opportunities

Action Steps

1. Identify potential population(s)
2. Determine needs/wants of these population(s)
3. Ensure coordination with MOUs or other agreement
4. Develop pilot program(s)
 - Marketing plan
 - Additional staffing
 - Vehicles
5. Determine performance measures and metrics for the pilot program(s)
6. Acquire funding for program(s)
7. Implement program
8. Evaluate the program(s)
9. Determine expansion possibilities