

MEETING RECORD

NAME OF GROUP: TECHNICAL COMMITTEE MEETING

DATE, TIME AND PLACE OF MEETING: June 2, 2016, 1:30 p.m., Conference Room 113, County-City Building, 555 S. 10th St., Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: David Cary - Director of Planning Dept., Pam Dingman - County Engineer, Paul Barnes and Kellee Van Bruggen of Planning Dept., Brian Praeuner of StarTran; Thomas Shafer, Roger Figard and Randy Hoskins of Public Works Engineering; Thomas Goodbarn and Noel Salac of Nebraska Dept. of Roads; Jon Large of Lincoln Airport Authority; Lynn Johnson of Parks and Recreation; Wynn Hjermsstad of Urban Development; Chad Packard of County Engineer; Gary Bergstrom of Health Dept.; Rick Haden of Felsburg Holt & Ullevig; Justin Luther of Federal Highway Administration; Nancy Hicks of the Lincoln Journal Star; and other interested parties.

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

Dingman then requested a motion approving the minutes of the meeting held May 19, 2016. Motion for approval made by Cary, seconded by Figard and carried 13-0: Barnes, Bergstrom, Dingman, Cary, Figard, Goodbarn, Hjermsstad, Hoskins, Large, Praeuner, Salac, Shafer and Van Bruggen voting 'yes'; Packard abstaining; Johnson absent at time of vote.

REVIEW AND ACTION ON A RECOMMENDATION REGARDING 2016 SELF-CERTIFICATION REVIEW THAT THE TRANSPORTATION PLANNING PROCESS FOR THE LINCOLN METROPOLITAN AREA COMPLIES WITH APPLICABLE FEDERAL LAWS AND REGULATIONS

Mike Brienzo stated that the Certification Report is an evaluation of the day to day functions and activities of the MPO over the past year. The primary purpose is to formalize the oversight that the Technical Committee has on the MPO process. Their recommendation will be forwarded to the Officials Committee and then to the State. There is a certification each year, prior to adoption of the TIP. These are public documents that are available at the Planning Dept. and online. We are also held to the Clean Air Act. The Health Dept. reviews that section. He understands that carbon monoxide monitoring is no longer required. Gary Bergstrom voiced his concurrence. He stated that testing is no longer needed for Lincoln.

Brienzo stated that the current LRTP was adopted in 2011. We have a public participation process. The memorandum of agreement was adopted in 2013. We look forward to another review in 2017.

ACTION:

Figard moved approval of the 2016 Self Certification that the transportation planning process for the Lincoln Metropolitan Area complies with applicable federal laws and regulations, seconded by Goodbarn and carried 14-0: Barnes, Bergstrom, Dingman, Cary, Figard, Goodbarn, Hjernstad, Hoskins, Large, Packard, Praeuner, Salac, Shafer and Van Bruggen voting 'yes'; Johnson absent at time of vote.

REVIEW AND ACTION ON THE PROPOSED FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Brienzo stated that the Technical Committee reviewed the proposed 2017-2020 TIP on May 19, 2016. The TIP then went on to Planning Commission for their review on May 25, 2016. A report was distributed that reviews the comments received. Six comments were received, seven in public testimony. Seven comments noted the West "A" Street project. Their primary concern seemed to be that the neighborhood association and residents felt that the project wasn't advancing as quickly as it could. Staff reviewed the information and comments. A report from Public Works was provided. The West "A" Street project was in the 2004-0505 Capital Improvement Program (CIP), but was removed for lack of funding. There were expectations of a bond issue that did not pass at the time. A number of projects had to be removed from the CIP at that same time. Public Works has been working on a list of projects and have arrived at a point where they want to develop the West "A" Street project. The design and engineering will begin in 2018-2019. Thomas Shafer corrected that it will begin in 2017 with construction to start sometime in 2020.

Brienzo continued that he provided the members with a table from the current Long Range Transportation Plan. We appreciate the community's comments. We also received email from the Nebraska Commission on Deaf and Hard of Hearing. They wanted to make sure we accommodate those who need accommodation. He assured them that the City has an accommodation policy which is published on all agendas. Another set of comments received at the public hearing was from Coby Mach with LIBA (Lincoln Independent Business Association). One comment supported the South Beltway, but also noted opposition to the use of Certificates of Participation Revenue Bonds. Brienzo noted this is not generally an issue, but a matter of programming. Staff will pass this comment onto the administration. He handed out pages of updates and corrections to the proposed TIP. The first correction is regarding the East Beltway Demonstration funds. Public Works would like those funds programmed elsewhere. The Lower Platte South Natural Resources District (LPSNRD) had a couple of updates for the Ped Bike and Trails section. One is regarding Rosa Parks Way. Another is regarding the Salt Creek Levee Trail. It has been reprogrammed and pulled back into the program.

Shafer proposed some amendments to the City of Lincoln: Public Works section. The first amendment is regarding the West "A" Street to show in 2017-2018, \$100,000.00 in local funds to start the design process. Another project is Pine Lake Road from 61st Street to Highway 2. They propose to reduce 2016-2017 by \$1,000,000.00 and to reduce 2017-2018 by \$1,000,000.00 as well. 2018-2019 will show \$2,000,000.00. This will better reflect the cash flow as conceived by the project schedule. These are all Lincoln funds.

Justin Luther questioned if the written comments regarding the proposed TIP were formally responded to. Brienzo replied yes. Staff responded to all comments submitted.

Cary added that at the Planning Commission public hearing on the TIP, there was some discussion and questions regarding the West "A" Street project. He noted that this is a committed project in the LRTP, with expected funding in the near term.

ACTION:

Figard moved approval of the FY 2017-2020 Transportation Improvement Program with the following amendments:

- 1) City of Lincoln: Public Works: 5 - East Beltway, funding removed for demonstration funds;
- 2) City of Lincoln: Public Works: 8 – Pine Lake Road, 61st to Hwy 2, 2016-2017 and 2017-2018 reduced by \$1,000,000.00, 2018-2019 to show \$2,000,000.00.
- 3) City of Lincoln: Public Works: 10 – West "A" Street from SW 40th to Folsom, funding added for \$100,000.00 local funds in 2017-2018;
- 4) Ped, Bike and Trails: 1 – Rosa Parks Way, funding added in 2016-2017;
- 5) Ped, Bike and Trails: 2 – Salt Creek Levee Trail, funding added in 2016-2017.

Motion was seconded by Shafer and carried 14-0: Barnes, Bergstrom, Dingman, Cary, Figard, Goodbarn, Hjermsstad, Hoskins, Large, Packard, Praeuner, Salac, Shafer and Van Bruggen voting 'yes'; Johnson absent at time of vote.

REVIEW AND ACTION ON THE MPO's PROPOSED FY 2016-2017 UNIFIED PLANNING WORK PROGRAM

Brienzo stated that the Unified Planning Work Program is the program to program funds received from the Federal Planning Program that supports MPO planning activities for planning purposes. The program highlights a number of issues that will be dealt with this year. The bulk of the funding will be used to update the LRTP. Funds are also dedicated to GIS projects, land use and maintenance projects, as well as monitoring. We are developing a performance based plan which identifies a significant amount of data that we will need to maintain and update. We depend heavily on Public Works and appreciate their data on this. They have gone to great lengths to undertake traffic counts as well as other programs, such as system management amongst others. Other items we will focus on are Ped, Bike and Trails and multi-modal. There is set aside funds for committee work. This fall, we will spend time on public meetings and

presentation to public organizations. Other items you see in the work program are a result of MAP-21. The FDA published their final rule on transportation. We have a little bit of work to do to make sure we understand the requirements. The Fast Act has not made significant changes to MAP-21, but it does mandate the State MPO with a performance base to planning. We already have the LRTP Oversight Committee. Other performance measures that are included were safety issues and the asset program. Those are some items we will continue to pursue. He believes the other part of Fast Act is the support of inner city transportation. This is not something the Lincoln MPO has done in the past. We have worked with Nebraska Dept. of Roads (NDOR) in developing the vanpool program. We will work with the State on the Mobility Management Plan. They want to open discussion on transit issues.

ACTION:

Shafer moved approval of the 2016-2017 Unified Planning Work Program, seconded by Bergstrom and carried 15-0: Barnes, Bergstrom, Dingman, Cary, Figard, Goodbarn, Hjermstad, Hoskins, Johnson, Large, Packard, Praeuner, Salac, Shafer and Van Bruggen voting 'yes'.

Brienzo pointed out that we may be able to secure some PL funds. If we can secure those, we will add to the program and identify projects. We hope to do this in the next few months.

BRIEFING ON THE LINCOLN STARTRAN TRANSIT DEVELOPMENT PLAN (TDP) IMPLEMENTATION

Brian Praeuner stated that the Lincoln Transit Development Plan is in the implementation stage. It is a very comprehensive evaluation of existing service and performance. Recommendations for growth are stated. Some components of the plan are an evaluation of population and employment, ridership, schedule reliability and system design. We had robust input from many in the community. Other components include updated service standards, bus stop guidelines and governance options. This weighs the pros and cons of a city system versus an independent system. Open houses were held in April and September 2015. From the public input, we developed three different service designs. The scenarios were online and another public meeting was held in January 2016. We held interviews with stakeholders. From those three scenarios, it was narrowed down to one preferred alternative. Later evening service and more frequent service was the most mentioned. Crosstown service, service to Yankee Hill Rd., faster and more direct service and help improve connections. A service expansion plan was broken into phases. First two phases do not include any capital costs. The last two phases do. It is very important to increase midday and evening service. Adding Sunday service in phase three was a high priority for the public. StarTran will have another open house in September 2016. Designated bus stops will be installed as opposed to a flag stop. We will implement new routes on October 3, 2016.

Cary asked if new signs will be installed. Praeuner replied that the signs today are outdated. New signs will be installed with a larger bus route number.

Hjermstad inquired if new shelters will be installed. Praeuner replied not initially, but they hope to install new shelters in the future.

Barnes would like Praeuner to talk a little more about extension of evening service. Praeuner stated that generally, routes stop running around 6:30 to 7:00 pm. We couldn't extend routes too far with current budget constraints. The new program shows key routes could run to 8:00 p.m. or 9:00 pm. About eight routes have been identified. The plan is online.

Cary believes all these plans and changes are predicated on maintaining the same level of investment through the budget process. Praeuner replied he was correct.

Bergstrom understands there will be less frequent stops. He questioned if there are any plans for signage directing people to the designated stops. Praeuner agreed that the buses would have less stops. We don't currently plan on having signage directing people to the new stop. It is important we get the word out

Van Bruggen inquired if there are plans to incorporate use of the Google Transit feature. Praeuner replied that it doesn't work today, but they hope to have it working in the future.

BRIEFING ON THE LINCOLN MPO 2040 LONG RANGE TRANSPORTATION PLAN (LRTP) UPDATE

Brienzo stated that last year at this time, we were selecting the consultant firm. We have developed a good partnership with Felsburg Holt and Ullevig. We put together the LRTP Project Oversight Committee. The kickoff meeting was in September 2015. They have been meeting regularly. The transportation model update was completed by December 2015. It took almost a full year to develop the background data. Public meetings have been held. We developed a program of projects. The oversight team has worked with Planning Commission from the beginning. Performance measures tie directly into the transportation goals. Some of this data is in place, some is in the process of being developed, some has been identified for future development. There are 36 measures to date that we are using. Priorities have been developed. From that we are developing a program of projects. We have identified 72. The committee is working to narrow that down to a manageable number. We have some key meeting coming up in June 2016. We expect to have draft technical documentation of the planning process in place by mid July 2016, as well as recommended projects. We will also meet with the Officials Committee to give an update of progress. We will be providing more details in July 2016. Everything is available online. There was a public meeting on May 3, 2016. There was not a huge turnout. The survey was posted online. The survey is still available online. There were 405 responses over a two week period. Since then we have left the survey open and at last count we have 580 responses.

Figard noticed that crashes and injuries and vehicle miles or crashes were shown at per 100,000. He wondered if there is any reason that changed. Rick Haden responded this is a more common way to compare communities. It is based on population. Figard noted that in

some urban areas, the percentage of people and multi-modal could be different. Is there a change in demographics? Haden replied yes.

Cary added that the LRTP Oversight Committee is working with the consultant to come up with the beginnings of the preferred list of alternative projects. We have a world of financial constraint and a lot of need. There is a potential shrinking ability to meet those needs and a growing inflationary cost. These run the gamut.

OTHER TOPICS FOR DISCUSSION

- Luther stated that there will be a webinar on the New Planning Rule and Federal Highway and Transit on June 14, 2016. He will have registration information if anyone is interested.
- Shafer inquired about LB 960, the Transportation Innovation Act. Are we any closer to some rules and guidance on programs?

Goodbarn believes some information has been posted on the website. Salac stated that tools are part of the legislation. Hopefully will be at a point of having internally some guidance set by this summer. Then we move into the process of development. We have legislation, we are trying to build policy around it. Now there is a team of folks at Nebraska Dept. of Roads working on it. We are hoping by mid-July 2016 to move into another phase of starting to develop the process.

There being no further business, the meeting was adjourned at 2:30 p.m.