

## MEETING RECORD

**NAME OF GROUP:** TECHNICAL COMMITTEE MEETING

**DATE, TIME AND PLACE OF MEETING:** July 15, 2016, 9:00 a.m., Conference Room 113, County-City Building, 555 S. 10<sup>th</sup> St., Lincoln, NE

**MEMBERS AND OTHERS IN ATTENDANCE:** David Cary - Director of Planning Dept., Pam Dingman - County Engineer, Miki Esposito - Director of Public Works & Utilities, Brian Praeuner - StarTran, Roger Figard and Kris Humphrey - Public Works & Utilities, Brad Zumwalt and Noel Salac - Nebraska Dept. of Roads, Sara Hartzell - Parks & Recreation and Gary Bergstrom - Health Dept. (Paul Barnes and Kellee Van Bruggen - Planning Dept., David Haring – Lincoln Airport Authority, David Landis – Urban Development and Brendan Lilley – County Engineer absent). Gary Bentrup, Justin Luther, Rick Haden and Jenny Young of Felsburg Holt & Ullevig 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 Salac and carried 9-0: Cary, Dingman, Esposito, Figard, Hartzell, Humphrey, Praeuner, Salac and Zumwalt voting 'yes'; Bergstrom absent at time of vote; Barnes, Haring, Landis and Lilley absent.

### **BRIEFING ON THE UPDATING OF THE LINCOLN MPO 2040 LONG RANGE TRANSPORTATION PLAN:**

David Cary stated that this is a critical point in time for the LRTP (Long Range Transportation Plan). The bulk of the work has led us to where we are today. Staff and the consultant team feel confident in the work so far. We want to make sure everyone understands the information and gives us feedback on what will become a single alternative to take to the community in September of this year. We want to make sure we are on the right track. There is a lot of work that has been done. It is good solid information. The focus now is about what the future of Lincoln's transportation system looks like, going out to the year 2040. We are focusing on multi-modal, becoming as efficient as possible, using technology and improvements.

Jenny Young stated that the LRTP update was kidded off in September, 2015. Since that time, we have been working closely with Planning Commission and the LRTP Oversight Committee.

There has been a lot of hard work and energy into developing this plan. In addition, there has been significant input from the community. We also had a lot of general public input.

The community input was structured into three major phases of the plan. The first phase was to understand the needs and deficiencies of the plan. The public component was the focus groups. The second phase was all about understanding priorities. The technical tasks were prioritized. At the two public meetings, we were not overwhelmed with attendees. The online survey had a tremendous response, over 820 people. Validating the vision will be the final phase of public outreach. We are starting to brainstorm on how we can engage as many people as possible with public feedback of the draft plan.

The requirement to do a performance based plan is a new federal requirement. There are seven categories of goals. They also translate to performance measures. It is beneficial, it gives a framework and foundation of the plan.

The LRTP addresses all modes of surface transportation. It also includes a lot of different activities such as maintenance and operation. We are using seventeen different project and program categories. We have condensed those into four major categories; Maintenance Activities, Alternative Modes, Roadway Construction Activities and Other such as ITS and technology, the East Beltway and studies.

A total of 2.4 billion dollars is reasonably expected over the next 24 years. Roughly one third of that total revenue has some direct restriction or commitment. The rest is flexible. There is a consistent stream of revenue. One concern is that revenue growth over time is about 2.5 percent per year. The cost to construct projects is increasing at a faster rate. Recently it has been closer to 5 percent. This means we need to be smart about the way that we invest in transportation to maximize funds. We asked the community about their spending priorities. Maintaining the existing system was identified as the highest priority. Expanding the transit service was also rated very highly. She believes overall, the message was a need for balance. Taking everything into consideration, we have developed a proposed investment strategy. This is a little different approach than in previous transportation plans. It will maintain the existing transportation system, maximize existing capacity, improve efficiency, address key bottlenecks and construct the most needed projects.

The funding committee developed different resource allocation scenarios. The first one is a Status Quo. It uses the same methodology as the current LRTP. Hybrid Scenario A looks at giving an increase to ITS (Information Technology Services) and technology, intersections and rehabilitation. Hybrid Scenario B give a more enhanced rehabilitation focus. The total resource allocation over a 24 year period was presented in a table. Information provided also speaks to what the different scenarios mean. There are four variable categories. ITS and technology Hybrid A and B scenarios would mean a full implementation of the Green Light Lincoln program. The intersection and safety Hybrid A or B would allow for construction of one intersection project per year in addition to safety improvements. For road and bridge rehabilitation, the last transportation plan increased funding to this area. Based on needs and input from community,

there may be a need to further increase this. Hybrid A has an increase, Hybrid B has a bigger increase. They are working with Public Works on the finer details. The last category is Roadway Capital Projects. A scoring committee was responsible for evaluating over 70 capital roadway projects. We also asked the public for their top six project. We were able to use this input as well in the prioritization process. The first set of projects are the funded and committed projects. These are the CIP projects, projects that already have funding. The next three projects are developer commitments. The next set of projects are the nine top ranked projects. These could be funded in any of the three scenarios. Highway 2 was one of the highest ranked projects. This is an example of where we are using an alternative approach. She believes we need a corridor study to better understand the needs. Then we have a placeholder that is a 20 million dollar to implement high priority improvements. A project for 84<sup>th</sup> St. and O Street would focus on intersection improvements. The Sun Valley Blvd. project was the highest ranked state project on the list. We assume a 20 percent local contribution to the project. The next projects would be included in the Status Quo and Hybrid A scenarios. Finally there is a set of projects that would not be funded in Hybrid A or B scenarios, but would be funded in the Status Quo. This list includes two interstate projects that show a zero local contribution. These would depend on state priorities. There are also projects that were evaluated, but remain unfunded. The East Beltway was identified as the highest priority by the public. All three scenarios included corridor preservation for the East Beltway. Trail projects were prioritized. She believes the message of the program will be flexible. For county road projects, the funding is separate. Priority and timing of projects will depend on traffic conditions.

We see the Status Quo as being inconsistent with current discussions. Hybrid A and B align with the proposed investment strategy. With Scenario A, you get more capital projects, but Scenario B aligns with the proposed investment strategy.

Noel Salac inquired about the Capital Improvement Program. You talk about Status Quo. As you are going through the scenarios and removing capital projects, are those areas getting maintenance later on? Cary replied that is a reality of what would happen. To a degree, we are trying to get more rehab done and living with the existing condition for as long as possible. Thomas Shafer added that it depends a number of things. The need is capacity driven, not conditions driven. NW. 48<sup>th</sup> St. is more of a maintenance issue. It depends on what makes sense for that particular road. Esposito added this seems to be going in the right direction. We have been heading in the direction of trying to adjust to changes in the funding, higher standards of regulation and how that might affect construction. She feels this is a good thing. She believes the plan is on the right path.

Esposito questioned Highway 2 and wants to understand the wisdom of doing a corridor study prior to the South Beltway being built. Cary replied when we adopted the last transportation plan, we identified a corridor study for Highway 2 and then the South Beltway was funded. The need for a study has been there for a while. He believes we should do the study before we decide on a design. We placed it early in the program because we felt it was a highly ranked project. Perhaps it happens in a year or two, or we wait for the South Beltway. That is reasonable to talk about. Esposito sees the value, but wants to ask for flexibility of the timing.

Cary replied if this committee thinks the South Beltway should be up and running before the study happens, that is a possibility. Esposito would like to hear opinions of others in the room. Dingman has asked a lot of questions about the South Beltway and how that will affect other roads. This project has been so delayed that a lot of initial assumptions no longer apply. The South Beltway was thought to take a lot of pressure off Saltillo Rd., but now the city has grown and she believes Saltillo Rd. will be busy no matter what. She thinks the same of Highway 2. We will still need to think about improvements to those corridors. The county has a safety study nearing completion. We will be coordinating with Public Works.

Figard clarified that Saltillo Rd. will have more traffic, but he believes it was made clear that the South Beltway will only relieve some traffic on Highway 2. The City has money set aside for the East Beltway. He wanted to know if there is a commitment on the county side to match these funds. Dingman replied that she doesn't necessarily have control of her budget. She did ask for funding. County Commissioners agreed to set aside keno money. The fund is now a little over \$100,000.00. She has asked to augment that fund. There is an interlocal agreement that says we will split those funds. She will continue to campaign for financing. The County Finance Officer has said he believes we can commit to one half million dollars, but she will continue to talk to County Commissioners. Esposito is willing to help if she can.

Dingman finds it interesting that Speece Lewis and their archives laid out the East Beltway as 70<sup>th</sup> Street. She thinks this speaks to the long term need. Lincoln is probably one of the largest cities in our region that doesn't have a beltway system.

Cary stated there have been meetings this week on the next round of the Build Nebraska Act. Currently, the language proposed regarding the East Beltway is similar to the existing plan. The State/Federal funding is needed for that project to move forward. That is why it is not included in the list.

Dingman thinks the one thing we haven't talked about and need to think about is a program called the RUTS program. In theory it is a great idea. In practicality it is becoming extraordinarily difficult to execute. When you look at the map, you use some areas that will be in the urban program in the future, but will be expensive to construct as a county and then relinquish control to the city. We need to continue to look at this program in order to figure out a way to take it forward. She thinks we need an acknowledgement in the plan. Figard stated that Public Works will be working with the Planning Dept. in the future. We will look at the urban component first, and then the edge and see how it translates to the three mile area. Cary believes that at a minimum, this plan can make a statement about how those discussions will happen. Getting the right level of investment done is a combination of not over investing, but having a system that can function well for quite some time. Dingman requests to be involved in those conversations so she can understand how this affects the county.

Cary stated that next steps will be to have this discussion with the Officials Committee this afternoon. We will then take all comments from today and find the alternative that we will take forward to the public early this fall. We haven't defined yet how that will be done. This

information will online at the MPO website. After outreach in September, the final draft will be determined. We plan on having the LPlan 2040 Comprehensive Plan Update online at the same time. Planning Commission will review the LRTP, then it will come back to this committee a few different times. Then it will move onto Officials Committee for final action. By the end of this calendar year, we hope to have it through the approval process.

There being no further business, the meeting was adjourned at 10:10 p.m.