

MEETING RECORD

NAME OF GROUP: TECHNICAL COMMITTEE MEETING

DATE, TIME AND PLACE OF MEETING: September 8, 2016, 1:30 a.m., Conference Room 113, County-City Building, 555 S. 10th St., Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: David Cary - Director of Planning Dept., Miki Esposito - Director of Public Works & Utilities, Paul Barnes and Kellee Van Bruggen - Planning Dept., Brian Praeuner - StarTran, Roger Figard and Randy Hoskins - Public Works & Utilities, Sara Hartzell - Parks & Recreation, Wynn Hjermstad - Urban Development, Brendan Lilley - County Engineer, Noel Salac - Nebraska Dept. of Roads and Gary Bergstrom - Health Dept. (Pam Dingman – County Engineer, Tom Goodbarn – Nebraska Dept. of Roads and David Haring – Lincoln Airport Authority absent); Jenny Young from Felsburg Holt & Ullevig; and other interested parties.

Vice-Chair David Cary called the meeting to order and acknowledged the posting of the Open Meetings Act in the room.

Cary then requested a motion approving the minutes of the meeting held July 15, 2016. Motion for approval made by Figard, seconded by Esposito and carried 10-0: Bergstrom, Cary, Esposito, Figard, Hartzell, Hjermstad, Lilley, Praeuner, Salac and Van Bruggen voting 'yes'; Barnes and Hoskins abstaining; Dingman, Goodbarn and Haring absent.

REVIEW AND ACTION ON REVISIONS TO THE FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM: A) NEBRASKA – HIGHWAY N-79, AGNEW NORTH & SOUTH, RAYMOND SPUR (S55J) NORTH TO VALPARAISO, RESURFACING PROJECT, WITH ADDITION OF 8' SHIELD, (8.5 MILES) – ADD AC FUNDING FOR FEDERAL STP FUNDS; B) NEBRASKA – I-80, WEST JCT. US-77 TO I-180 / US-34, JOINT AND SHOULDER REPAIR (3.9 MILES) – ADD FEDERAL NATIONAL HIGHWAY FUNDS; C) CITY OF LINCOLN, STARTRAN – BIOGAS RENEWABLE FUEL – NEW BUS FUELING STATION, REMOVE PROJECT LISTING UNTIL FUNDING GRANT FOR PART OF THE PROJECT COST IS APPROVED AND; D) CITY OF LINCOLN PARKS AND RECREATION – STONEBRIDGE TRAIL – ADD ROW & CONSTRUCTION OF A CONNECTING TRAIL, FROM NORTH 14TH STREET TRAIL TO ALVO ROAD TRAIL THROUGH STONEBRIDGE NEIGHBORHOOD:

Mike Brienzo stated he has four amendments to the TIP to present. There was a last minute wording addition to the Nebraska I-80 project. The first item is a) Nebraska Highway 79. The total project cost is being increased and AC funding is being added. The second item is b) Nebraska I-80. This is for the 27th Street interchange and a rehab of 27th Street as it connects with the ramps. City STP and local funds are being added. We are coordinating city and state

projects for efficiencies. A newsletter was provided. The state received some repurposed earmark funds and they are using 1.2 million dollars of those funds for the I-80, 27th Street project. This needs to be added to the TIP. This replaces some National Highway funds that were programmed and adds the 1.2 million. The third item is c) StarTran Biogas Renewable Fuel Station. This is a new fueling station that is subject to a grant for part of it. The grant isn't completed yet. We were concerned that if the grant is not in hand, then the funds are not programmable. This item is being removed and will be added back in once the grant funds are received. The fourth amendment is d) Stonebridge Trail. This is a reprogramming. Sara Hartzell noted that twelve more pieces of right-of-way were needed. Brienzo continued that this needs to be programmed for the next fiscal year. These four amendments will be requested to amend the new TIP which goes into effect October 1, 2016. These are all subject to state and federal approval.

Brian Praeuner stated that the StarTran project is a collaboration with Lincoln Wastewater. We hope to make this happen with new grant funding that is coming. Brienzo added that the only reason we are removing this from the TIP is that it hasn't had final approval yet. We don't want to hold up the entire TIP. Praeuner noted that he will bring forward an amendment to the TIP once the grant funding is approved.

Roger Figard stated that Public Works wanted to make sure the state has included the repair of 27th Street as it goes over the Interstate. We want to make sure we don't lose the opportunity for federal aid.

Gary Bergstrom inquired when the Biogas grant is approved, when will this be added back in? Praeuner believes the announcement for award funding will be in spring, 2017. Brienzo added this will be connected with the Theresa Street plan. Esposito noted this is just another piece of the plan.

ACTION:

Hoskins moved approval of the following revisions to the FY 2017-2020 Transportation Improvement Program;

- a) Nebraska: Highway N-79, Agnew north and south, Raymond spur (S-55J) north to Valparaiso, resurfacing project, with addition of 8' shield (8.5 mile) – add AC funding for federal STP funds;
- b) Nebraska: I-80, 27th Street in interchange ramp construction and 27th Street rehab – add repurposed federal earmarked discretionary funds and Lincoln STP and local funds with AC conversion in FY 2018 and 2019; and
- d) City of Lincoln Parks & Recreation: Stonebridge Trail – add ROW and construction of a connecting trail, from North 14th Street Trail to Alvo Road Trail through Stonebridge neighborhood;

and removal of c) City of Lincoln, StarTran: Biogas Renewable Fuel – New Bus Fueling Station.

Motion seconded by Cary and carried 12-0: Barnes, Bergstrom, Cary, Esposito, Figard, Hartzell, Hjermstad, Hoskins, Lilley, Praeuner, Salac and Van Bruggen voting 'yes'; Dingman, Goodbarn and Haring absent.

REVIEW AND ACTION ON THE MPO'S PROPOSED REVISIONS TO THE FY 2016-2017 UNIFIED PLANNING WORK PROGRAM:

Brienzo stated that according to the Nebraska Dept. of Roads audit, there were carry-over PL funds from FFFY 2014-2015 in the amount of \$154,014.00. These funds were held up until the audit was completed. The state has said we can go ahead and place these funds in the work program. We would like to add these specifically under Data Transportation System Monitoring and Collection. Public Works has taken the bulk of the load. We like to help out where we can. The data they collect is very important for a performance based planning project. We will use this for programming and prioritizing projects. This is a big effort. These resources help a lot. We are adding these to the Long Range Transportation Plan (LRTP) Update. We would like to take a portion of these funds, add to it and work with Felsburg Holt & Ullevig to add these funds. We hope to have the plan update completed in December 2016. Once that is done, there will likely be a lot of follow-up on the data and see how the changes fit in. We will work with Randy Hoskins from Public Works on the model. This all fits together to focus on some of the new processes that we have developed over the last year.

Cary stated that it is good to have a use for carryover funds and have them programmed.

ACTION:

Motion for approval to add carry-over PL funds from FY 2014-15 in the amount of \$154,014.00 to the FY 2016-17 PL-1(54) Unified Planning Work Program for the purpose of completing the Long Range Transportation Plan update and follow-up planning work on the performance based and programming tools, made by Figard, seconded by Salac and carried 12-0: Barnes, Bergstrom, Cary, Esposito, Figard, Hartzell, Hjermstad, Hoskins, Lilley, Praeuner, Salac and Van Bruggen voting 'yes'; Dingman, Goodbarn and Haring absent.

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

Paul Barnes stated that the LRTP update process began late last year. This is considered a minor update which is done every five years. The last major update was in 2010. This is refreshing the plan. We will look at the major update again in five years. Land use and growth assumptions are updated. This is coordinated with the LRTP process. The LRTP piece is paralleled with the Comprehensive Plan update. The bulk of the plan from the LRTP will be dropped into the transportation chapter of the Comprehensive Plan. The Planning Commission is an advisory group for both documents. Planning staff has been guiding the process. This effort is supported by Felsburg Holt & Ullevig and the LRTP Oversight Committee. The process

started with setting some assumptions that were recommended by the Planning Commission. The horizon year of 2040 is being maintained. The utility master plans will not need updates. We also started looking at the population and household figures. These are all on track. The household size is a little higher than projected. There are more individuals residing in a household than projected. 90 percent of the population is in Lincoln. 40 percent are multi-family units. There are 8,000 units of infill. All twelve chapters have a lot of text changes. There are updated numbers throughout the plan such as dwelling units and growth tier priority areas. References need to be updated and language added for various projects such as the Biogas project and Greenlight Lincoln. We requested proposals from developers for priority growth tier area changes. A couple of changes were added to the map. There were some land use amendments to be added to the map. We have the information on our website. There is an open house coming up on September 27, 2016.

Jenny Young from Felsburg Holt & Ullevig appeared. Since July, 2016, we have been working on several items. We met with the Officials Committee and received feedback. We went through and selected a recommended funding plan. We have completed draft documentation. With regard to the LRTP Technical Report, there are still a few things to be ironed out. We want to share an early draft of the plan and the summary document. The public release date is September 20, 2016. Since this is still a work in progress, we welcome any feedback. There must be compliance with federal requirements to receive funding. This document is complimentary to the Land Use Plan. The seven goals are listed as the base for the performance based plan. Performance measures and a performance based plan is also a federal requirement. There have been three phases of community input. Different committees and groups have been involved for review and outreach. There have been public meetings. We have been successful in getting feedback from the online survey. Some of the recurring themes have been technology, such as signal timing and the future of driverless cars. For growth, we have heard about infill growth and growth on the fringe that is changing travel patterns. Millennials show a tendency to live closer to where they work and some choose to not even own a car. The older population is less focused on automobiles. The need for better north-south roads is noted, along with the importance of maintaining the existing system. People really love the trails. We have heard interest in an on-street bike network to compliment the trail system. There is a desire for a balanced approach. The revenue projections total \$1.9 billion for urban roads, \$450 million for transit funds and \$36 million for trail funds. The plan needs to recognize that the increasing construction costs means we can't do everything in the plan. The funding objective is to maximize the systems' existing capacity with an increased emphasis on rehabilitation, technology and intersection bottlenecks, while allowing for construction of critical capital projects and continuation of funding for alternative modes. We need to look at an alternative approach to major widening projects. \$2.4 billion in revenue is forecast for 2017 to 2040. That may seem like a lot of money, but construction costs are growing each year. The summary discusses each of the elements of the fiscally constrained plan. Maintenance activities are the largest portion of funds. Alternative modes include transit. This will allow for the preferred alternative routes from the Transit Development Plan (TDP). Travel options fit into this category as well. A vision for an on-street bike network is included. Much of that is expected to be included with street rehabilitation. There have been

some changes. Priority trail projects are about 55 miles of trails being added to the system. This recognizes the need for inter-modal connections. Roadway construction activities account for over one-third of the total funding. Other activities include ITS and Technology. This will allow for full implementation of the Greenlight Lincoln program. The East Beltway Corridor Preservation was a high priority for the public. There is a need for additional state and federal funds and finally, essential staff functions. Roadway capital projects include committed projects. Projects with developer fees and funds are included, as well as the top priority roadway projects. There are a total of 27 projects on the list. Federal requirements say that you must look at the year of expenditure. Costs are inflated five percent annually. There are several corridors in the list where we have taken an alternative approach for signal coordination and timing improvements. \$1.2 million has been allocated for a corridor study on Highway 2. Using those projects in a fiscally constrained plan, the travel model was updated. The vehicle miles traveled is expected to increase by about fifty percent. We looked at congestion levels and evaluated data. You don't see a massive amount of relief with projects, but by the year 2040, 89 percent of streets uncongested is pretty good. There are corridors which we have taken an alternative approach. We evaluated vehicle hours of travel with 2040 plus widening projects, and 2040 plus widening projects and the alternative approach corridor projects.

Brienzo questioned if we had the tools and overlaid operations technology that we are just developing, what impact would that have on this? Young believes we aren't accounting for a delay at a particular intersection, but what Lonnie Burkland from Public Works & Utilities has talked about with improvements from Greenlight Lincoln in the twenty percent range, there is some benefit to be had.

Brienzo wondered about N. 27th Street improvements and gains. Hoskins believes the big gains will be in off-peak travel. In a couple of years, this will apply to many corridors.

Hjermstad wanted to know how this compares to other cities our size. Young doesn't know, but she will look into it. Brienzo believes it is difficult to do direct comparisons. Other cities have different issues.

Hartzell inquired if any assumptions were made for increases in alternative modes. Young replied no, there is not a travel mode choice component. Cary believes that is a good point. Any increment in alternative modes of travel will help. We add that all together and that is part of the strategy.

Young continued that the air quality analysis was reviewed. General trends show overall a reduction in the pollutants over time. This is primarily due to the vehicle fleet mix and more rigorous emission standards. The maps for the Rural Roads program was developed in coordination with the County Engineer office. Priority paving projects are identified. There is some discussion on the RUTS standard. The state projects are shown in the LRTP only in the illustrative plan, not in the fiscally constrained plan. Top ranked state projects are Sun Valley Blvd. from Cornhusker Hwy. to "O" St., "O" St. from 84th St. to 120th St. and I-80 and the

interchange. The illustrative plan will show examples of projects with strong community support such as the East Beltway, the completion of the South Beltway trail, the multi-modal transportation center and further implementation of the Transit Development Plan. There is a briefing next week with Planning Commission and the County Board. The public review period will be on September 20, 2016. There is a public meeting on September 27, 2016 and final adoption will be in November and December of 2016.

Cary feels very excited about this. This is a collection of information that makes a lot of sense. He feels this is a very strong plan. We always knew we would be faced with more needs, but he feels this plan addresses the most pressing needs that make sense for our future. He is excited. He thinks this is a strong plan that we can feel good about.

Brienzo added that the future process needs to be updated and the selection process will address that. There are a lot of new things in this plan that were not in the old plan. Not just data, but strategies. There is a lot of new direction that points to the future. It works well with the smart city.

Miki Esposito understands the wisdom of the corridor study. She would like Young to explain the reasoning behind it to everyone else. Young thinks that Highway 2 was a high priority and we felt we needed to have a better understanding of what the needs are, even before the South Beltway is in place. Cary stated that we didn't feel comfortable in waiting another ten years and doing nothing. We want to get a study done to understand the exact timing of improvements.

Sara Hartzell thinks this is one of the best public outreach plans she has seen. It has been well done. She inquired if there is a plan to translate this information into different languages. Cary replied that our policy has been to do that on a request basis.

Barnes inquired what was decided in regard to 98th St., knowing there is an agreement with the County. Young replied that 98th St. is on the county project list. Cary believes it is a prioritized project for the county. Brendan Lilley agreed.

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