

MEETING RECORD

NAME OF GROUP: OFFICIALS COMMITTEE MEETING

DATE, TIME AND PLACE OF MEETING: November 20, 2014, 1:00 p.m., Mayor's Conference Room, County-City Building, 555 S. 10th Street, Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: Mayor Chris Beutler, Tom Goodbarn, Trent Feller and Larry Hudkins; (Doug Emery and Brent Smoyer absent). Roger Figard of Public Works & Utilities; Mike Davis of StarTran; Jon Carlson of the Mayor's office; David Cary, Mike Brienzo, Kellee Van Bruggen and Teresa McKinstry-Planning Dept.

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

Fellers then requested a motion approving the minutes of the meeting June 5, 2014. Motion for approval made by Hudkins, seconded by Mayor Beutler and carried 4-0: Mayor Beutler, Fellers, Goodbarn and Hudkins voting 'yes'; Emery and Smoyer absent.

REVIEW AND ACTION ON PROJECT SELECTION TASK FORCE RECOMMENDATIONS ON THE PROPOSED PROGRAM OF PROJECTS FOR THE FEDERAL TRANSIT ADMINISTRATION SECTION 5310 PROGRAM, ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES. ACTION INCLUDES AMENDING THE FY 2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM, TO ADD THESE PROJECTS AND FUNDING:

Mike Brienzo explained that last August, this committee acted to designate Nebraska Dept. of Roads as program recipient of Section 5310 funds and agreed administer the program. This change was based on the new Map-21 rules. It was signed off by the Federal Transit Administration (FTA). The Lincoln urban area is to receive funds of \$190,042.00 for use in the FY 2014-15 program of the new Section 5310 Enhanced Mobility Program. It was decided to use the same process and project oversight committee we have been using. We received five applications for various projects. Lincoln Area on Aging requested funds for two small buses and operating assistance. Tabitha requested funds for one small bus. The committee is recommending approval of that request. The League of Human Dignity requested funds for purchases of services. They purchase rides for their clients, for evening service or other services outside normal operating hours. They did this in the previous program. This has been folded into the 5310. We are able to match their request for funding. Region 5 Foundation requested funds for two minivans. The committee settled on one that would fit into this year's budget. Madonna Foundation requested funds for purchasing technology and a laptop or computer type device. This is similar to purchase of services. They are purchasing five laptop type tools, for drivers to take with them. These will be used to track routes, pick up deliveries, etc. They also asked for operating assistance. Once again, there is a cap of \$4,000.00. For Madonna, their estimated cost for operating assistance was a little over \$185,000.00, but the new program set a cap on operating systems of \$4,000.00. Operating assistance requires a 50 percent match. The agencies were aware of this change in the rules and Madonna has made a number of efficiencies in their system so they were able to maintain service. All applicants will

have another opportunity to apply for funds this coming year. \$180,000.00 has been programmed for next fiscal year. We are working with NDOR and trying to get those funds out as soon as possible. This recommendation of projects will be included in the Transportation Improvement Program (TIP).

ACTION:

Hudkins moved approval of the MPO Technical Committee recommendations on the proposed program of projects for the FTA Section 5310 Program, and amending the FY 2014-2017 TIP, seconded by Goodbarn and carried 4-0: Mayor Beutler, Fellers, Goodbarn and Hudkins voting 'yes'; Emery and Smoyer absent.

REVIEW AND ACTION ON REVISIONS TO THE FY 2015-2017 TRANSPORTATION IMPROVEMENT PROGRAM: City of Lincoln: South 56th Street (CN 13089), #HSIP-77-2(161), funding revisions; City of Lincoln, StarTran: Program funding revisions; Nebraska Department of Roads: Add FTA Section 5310 Program of Projects for Lincoln MPO Planning Area; City of Lincoln Trails: Cavett Elementary Grainger Connector (CN 13079), #ENH-55(172), Program funding revisions:

Brienzo stated that there are four proposed revisions to the Transportation Improvement Program. Funding needs to be adjusted to meet project definitions. The first is a City of Lincoln, S. 56th St. project. This is adding local funds to that project. These will be designated as Advanced Construction (AC) funds that can be converted to Federal funds in the following fiscal years. The reason we have to do this, is that are topping out in Federal portions. AC funding designations are funding tools we use to better manage federal funding.

Mike Davis explained that StarTran is making some funding adjustments. Five vehicles were already in the TIP. Because of new funding, they are adding a vehicle simulator and some new vehicles.

Brienzo stated that in terms of StarTran, some areas of funding have been reallocated. The Federal portion and local funds are being used. The driver simulator is a 80/20 split.

Brienzo continued that Section 5310 is how the projects are laid out in the previous action are to be included in the TIP. Each item and its' local match will be added to the TIP, and the Nebraska Dept. of Roads can move ahead with purchase of vehicles and initiating the programs.

The last revision is for City of Lincoln Trails, Cavett Elementary Grainger Connector. There was right-of-way that needed to be purchased due to the Federal requirement. Staff has worked with NDOR to make sure funds are available.

ACTION:

Hudkins moved approval of revisions to the FY 2015-2018 TIP as proposed, seconded by Goodbarn and carried 4-0: Mayor Beutler, Feller, Goodbarn and Hudkins voting 'yes'; Emery and Smoyer absent.

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

Brienzo stated that staff is looking at renewing the traffic model in advance to the update of the Long Range Transportation Program. Since we are an MPO, regulations require us to update transportation plan every five years. Various tools will be updated or developed for this plan update as well. Four steps or phases in this project will be take place over the next 18 to 24 months. Initially, we will be contracting with a consulting firm to update the travel model. This will take four to six months. We would like to update the transportation analysis tools at the same time. This will allow us to coordinate the travel model with the GIS tools at the same time. We will also incorporate performance based planning tools at that time which are called for in the new Map-21 regulations. We are coordinating with the State closely on this project. Certain characteristics need to be looked at, economy, environment, and analysis of safety. GIS is the perfect tool to bring these all together. This will help in identifying a program of projects every year. It allows for a more visual and interactive tool. We will be working closely with the Technical Committee throughout the project. In the following phases of this project, we will be working with a Citizen Advisory Committee that will primarily be the Planning Commission. Staff also intends on having a number of meetings with various community organizations. Their input is critical in developing an acceptable plan update. The deadline for the plan update is December, 2016. The last plan adopted by this committee was in 2011, so the target of 2016 will fulfill our five year update requirement. Since this will be a federal-aid project, the Request for proposals (RFP) to contract with consulting firms will be coordinated with the State. We are currently working with NDOR on the RFP. We expect to have this out in a few weeks. We will be posting this on the State and MPO web pages and advertising in the newspaper. We hope to be reviewing proposals in January, 2015 with the consultant selected in February, 2015.

Other:

Hudkins would like a progress update on the SW 40th St. viaduct. Figard stated that progress is coming along. The operation changed from the time the plan was initially signed with Railroad. The plan called for a closing, at-grade crossing, at street. The Railroad needed to operate back and forth. There are also a lot of utilities located there. We should be able to continue to work during the winter. We only changed the piers that went directly through the tracks. The re-design was done before the piers that needed to be changed, were started. Nothing had to be torn out.

There being no further business, the meeting was adjourned at 1:30 p.m.

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