

## MEETING RECORD

**NAME OF GROUP:** TECHNICAL COMMITTEE MEETING

**DATE, TIME AND PLACE OF MEETING:** March 10, 2016, 1:30 p.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, Thomas Shafer-Acting Director of Public Works & Utilities, Gary Bergstrom of the Health Department, Lonnie Burkland and Randy Hoskins of Public Works and Utilities, Terry Genrich of Parks & Recreation, Tom Goodbarn and Noel Salac of the Nebraska Dept. of Roads, Brendan Lilley of County Engineering and Brian Praeuner of StarTran; (Paul Barnes and Kellee Van Bruggen of Planning Dept. and David Landis of Urban Development absent). Mike Brienzo and Teresa McKinstry of the Planning Dept.; Lorraine Legg, Andrew Mansfield, Mike Owen, Kari Ruse and Brad Zumwalt of Nebraska Dept. of Roads; Morgan Chiles and Justin Luther of the Federal Highway Administration; Jon Large of the Lincoln Airport Authority; Stephanie Rittershaus of Benesch; Doug Holle of Schemmer; Rick Haden of Felsburg Holt & Ullevig; Deb Schorr-Lancaster Co. Board of Commissioners; 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 November 5, 2015. Motion for approval made by Salac, seconded by Bergstrom and carried 10-0: Bergstrom, Burkland, Cary, Dingman, Genrich, Goodbarn, Hoskins, Salac, Shafer and Praeuner voting 'yes'; Lilley absent at time of vote; Barnes, Haring, Landis and Van Bruggen absent.

**REVIEW AND ACTION ON AN AMENDMENT TO THE LINCOLN MPO FY 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO INCLUDE THE NEBRASKA DEPARTMENT OF ROADS VANPOOL PROJECT THAT WILL PROVIDE STATEWIDE CONTRACTED/VENDOR VANPOOL SERVICE FOR: A) LINCOLN & OMAHA METRO REGIONS AND B) RURAL NEBRASKA, TO BE FUNDED WITH FEDERAL CMAQ AND FTA SECTION 5311 FUNDS**

Kari Ruse from Nebraska Dept. of Roads appeared. She is the Transit Manager. She presented this project to the committee a few months ago when it was getting started. They have organized a vanpool and are working with the project group which has various representatives.

They began working on the feasibility of creating some vanpools. This is somewhat like a carpool with a van, a shared ride program. Project objectives include reducing congestion and improving air quality. There is also an economic development aspect, especially in rural areas. This provides another transportation option. They became aware of the University of Nebraska at Kearney. Many people work in Kearney but live in Lexington. This would be a transportation option for them. Funding sources were approved for CMAQ money to subsidize vanpools between Lincoln and Omaha. This is eligible for 100% funding. The rural portion will use funds from the Federal Transit Administration through Section 5311 funding. The next steps are to release a Request for Proposal (RFP) for a turnkey operator. Nebraska Dept. of Roads (NDOR) will administer the program. The operator will run everything else, including maintenance, etc.

Hoskins questioned if the vanpool program provides the driver. Ruse replied that typically, the vanpool driver is a member in the program. They drive the van and ride for free.

Cary wondered if there are any annual benchmarks for the number of trips being strived for. Ruse stated they are limiting themselves. They hope to have 20 vanpools in operation the first year, 25 the second year and 30 the third year. This is a three year project. For rural areas, the funding is less constrained. They hope to have at least that many in the rural areas. She believes they will far exceed that number.

Cary inquired what the thought process is for the end of the three year program. Ruse replied that they can continue to subsidize the rural portion. If we can't get continuing CMAQ funds, we would hope they become self-sufficient. Other states use CMAQ money in perpetuity.

Salac noted that with regard to CMAQ funds, efforts have been made in the past to have some performance measures in place for air quality. He would suggest Ruse coordinate with Will Packard of the State of Nebraska Environmental Section.

Dingman wanted to know if there is a local example of this program being used. Ruse replied this is not currently being used in the Lancaster county area.

**ACTION:**

Shafer moved approval of adding the Nebraska Dept. of Roads Vanpool Project funds to the 2016-2019 Transportation Improvement Program, which will provide statewide contracted/vendor vanpool service for: a) Lincoln & Omaha metro regions and b) Rural Nebraska, to be funded with Federal CMAQ and FTA Section 5311 funds, seconded by Cary and carried 11-0: Bergstrom, Burkland, Cary, Dingman, Genrich, Goodbarn, Hoskins, Lilley, Salac, Shafer and Praeuner voting 'yes'; Barnes, Haring, Landis and Van Bruggen absent.

**BRIEFING ON THE UPDATE OF THE NEBRASKA DEPARTMENT OF ROADS STATEWIDE MOBILITY MANAGEMENT PROJECT**

Ruse explained that there is no transportation coordination in the state at this time. There is rarely communication and coordination. The Nebraska Dept. of Roads has hired SRF Consulting to work on this with us. In addition, the University of Nebraska is heavily involved. This was kicked off in January, 2016. Objectives include improving transportation efficiencies across the state, in addition to expanding transportation options. There are still gaps in service. We have already established a statewide coordinating committee. Statewide stakeholders include Health & Human Services and a statewide refugee coordinator, in addition to a number of other people. We have met twice. We have also established six regional coordinating committees. We have 65 people across the state who have committed to participate in the regional meetings. We have the first of those meetings scheduled for the end of this month. There will also be opportunity for public comments. We will launch some pilot projects. One involves the northeast region where the Ponca tribe operates a robust system. We approached them about their transportation program and asked if they could coordinate with Columbus, Nebraska. This is just one example. We will also develop a mobility management model for Nebraska. There is no "one size fits all". The end goal is to implement the strategies that we develop. We had a project in 2009 and it was a data collection effort. There was no end strategy. We intend to fully implement with what we learn. The timeline is eight to twelve months. It is an aggressive timeline.

Cary asked if the strategies are intended to be low cost, no cost, or all types of ideas regardless of constraints on funding. Ruse replied that for now, it is all ideas. She understands that have to take into consideration all types of infrastructure. Some may be a long term vision. We hope to improve efficiencies and reduce redundant trips. We have a number of providers going to many of the same places, but there is no coordination.

Shafer inquired if this information will be posted online somewhere. Ruse replied it will be on the website: <http://nebraskatransit.com/>. We will be posting all handouts and information.

**NEBRASKA DEPARTMENT OF ROADS BRIEFING ON THE LINCOLN SOUTH BELTWAY PROJECT PRELIMINARY DESIGN PLANS AND MAJOR DESIGN ELEMENTS**

Mike Owen stated that he was before this committee about a year and a half ago. We had good progress on the environmental design in the last year. We are going to provide a status update. We plan to meet with the County next week and in that meeting, have a draft agreement. Most people that have driven Highway 2 recognize the need for a South Beltway. About 75% of trucks are through trucks. We held a public meeting in June, 2013. It was an introduction. We haven't been back to the public since then. We hope to get back with the public at the end of this year. The website has current information: <http://www.transportation.nebraska.gov/projects/south-beltway/>. We heard from the Corp. of Engineers on the selected alignment. We have a series of three workshops coming up. We are going to talk about the potential impacts the South Beltway will have on surrounding growth

and environmental resources in the area. We want to have a public meeting with the draft EA. The next steps after the environmental process are right-of-way and acquisition. That would be in 2017-2019. Construction would start in July, 2020. The beltway is about ½ mile south of Saltillo Rd., connecting US Highway 77 and Highway 2. It will be a 4 lane divided freeway with full access control. There will be a 54 foot depressed median, which accounts for a future six lane divided segment with barrier wall. Interchanges will be at Saltillo, US Hwy. 77, 27<sup>th</sup> St., 68<sup>th</sup> St., 84<sup>th</sup> St. and 120<sup>th</sup> St./Hwy. 2. Owen presented a typical cross section of the road. They are presenting a layout today that is not the final plan. There are a few tweaks that are currently being worked on. They are working on the environmental process. The design won't be finalized until summer of 2017. He wanted to provide this information to this committee and the County Board before a public meeting.

Andrew Mansfield will review the South Beltway alignment. The project is about 11 miles long. It will involve some new concrete surface, aggregate surface and bridges will be constructed. The projects starts on Highway 77. The first modification will be to close the at-grade on Rokeby Rd. and Highway 77, cul-de-sac it, and install frontage road on the west to provide access to two properties. The project is designed to limit the impact on Wilderness Park. The first interchange connects Highway 77 and Nebraska Highway 2. Saltillo Rd. is closed. There will be a structure over the beltway, with 2 roundabouts at each ramp terminal. The design also includes a trail on the bridge for bicyclists and pedestrians. We will be removing the east leg of S. 14<sup>th</sup> St. and building a frontage road. We have directional ramps, since the South Beltway is a system to system beltway. The acquisition of some properties is required. Highway 77 will terminate south of Bennet Rd. A frontage road and cul-de-sac will be created. Bennet will be upgraded and regraded from SW. 2<sup>nd</sup> St. to 25<sup>th</sup> St. with aggregate. There will be a bridge over 25<sup>th</sup> St., Salt Creek and Homestead Trail. The 27<sup>th</sup> St. interchange will be a typical interchange. We will build 27<sup>th</sup> St. south of Saltillo Rd. to include a bridge over the South Beltway. S. 38<sup>th</sup> St. will be realigned to tie into Bennet Rd. We will close S. 38<sup>th</sup> St. north and south of the beltway with cul-de-sacs and a frontage road. Continuing east, S. 54<sup>th</sup> St. is currently paved. We will be reconstructing it to go over the beltway. All the bridge structures are designed to accommodate typical and future typical. 70<sup>th</sup> St. will be a typical diamond. We will realign 68<sup>th</sup> St. with a bridge over the South Beltway. It will tie into S. 70<sup>th</sup> St. with a roundabout. 84<sup>th</sup> St. is a full diamond interchange. It will be realigned to a roundabout, with a cul-de-sac north of the beltway. South of beltway we will realign S. 82<sup>nd</sup> St. to line up with the interchange. A frontage road will be built. There will be two bridges over Stuartville Roadway. 98<sup>th</sup> St. is the next intersection. We will close the existing 96<sup>th</sup> St. and Saltillo Rd. and realign 96<sup>th</sup> St. Saltillo north will have a bridge over the beltway. This requires a slight realignment to S, 96<sup>th</sup> St. Continuing east, the beltway will go over the OPPD rail spur, east of the 120<sup>th</sup> St. interchange. S. 120<sup>th</sup> St. will be realigned to tie into the beltway. This design accommodates the future east beltway. There will be new at-grade rail crossings of the OPPD rail spur. 120<sup>th</sup> St. will cul-de-sac north of the spur. The interchange is set up to provide full movement between business Highway 2 to S. 120<sup>th</sup> St., in addition to full movements back to the beltway and back to existing Highway 2. OPPD lost some storage space that they were hoping to get back. We will close access and realign S. 98<sup>th</sup> St. We will have to regrade a short section of Breagan Rd. We will close 120<sup>th</sup> St. north of the South Beltway. S. 134<sup>th</sup> St. will be on a grade

separation over Highway 2. The way the ramps are split up, if you want to exit and get to 120<sup>th</sup> St., you have a longer ramp. 140<sup>th</sup> St. loses access to Highway 2. We will build them an access road.

Dingman questioned if we have a design speed for the roundabouts. Lorraine Legg responded they will be treated like an intersection. They will be designed to be no more than 25 mph.

Owen questioned how many roundabouts will be built on Saltillo Rd. Mansfield replied there will be five on Saltillo Rd. Dingman sees this as a major concern for the county, as we look at these improvements on S. 70<sup>th</sup> St. When 70<sup>th</sup> St. is closed for construction, it will force the Hickman traffic to S. 56<sup>th</sup> St. We have requested safety funds to do S. 54<sup>th</sup> St. We have been told those funds can take five to ten years. We need to see what can be done to speed that along. Owen stated this hasn't been broken out into construction packages yet. He knows there will be some shifting of traffic to 54<sup>th</sup> St. as 68<sup>th</sup> St. is being built. It makes sense.

Dingman has concerns about access once we get to the east end of the South Beltway. She is not sure that sending people south through the town of Cheney is something she wants to do. She doesn't know what the solution is. Perhaps we should go ahead and connect the road to access at Highway 2.

#### **BRIEFING ON THE UPDATING OF THE LINCOLN MPO TRANSPORTATION MODEL, GIS-BASED ANALYSIS TOOLS AND 2040 LONG RANGE TRANSPORTATION PLAN**

Mike Brienzo stated that the Lincoln Metropolitan Planning Organization (MPO) is undertaking the update of the Long Range Transportation Plan (LRTP). We had a kickoff meeting last September. There have been monthly meetings with project oversight committee. We have been meeting with the Planning Commission as the citizen advisory group every month. We are working closely with them on updating the LPlan 2040 Comprehensive Plan, as well as the LRTP. This has been keeping the oversight committee busy. The next few months will be busy as well. We have updated the travel model and some of the technical GIS tools, maps and background criteria. We have developed a public performance measure. This will be a programming tool. He believes we have made very good progress. We have also been looking at needs of the current system. We have a draft needs assessment report out. We will be placing this on the LRTP website as soon as all the pieces are completed. We have been working with the Oversight Committee and Planning Commission on the evaluation criteria and project prioritization. We will be putting together the criteria and phasing over the next few months. We are still working on a date for a public meeting. In early June, 2016 we hope to have a draft technical document that we can use for developing a policy document. Once all the data is put together, we will be using that to develop the policy plan. This information is also embedded in the Comprehensive Plan as well. We hope to have this information available for public review in September, 2016. We will continue to work with everyone to put this document together.

**OTHER TOPICS FOR DISCUSSION**

- Noel Salac stated that there has been administrative changes at the Nebraska Dept. of Roads. Mike Owen is moving to Roadway Design as their division head. Brandie Neemann is replacing Owen as the Planning and Project Development Division head.
- Justin Luther stated that the Fast Act Guidance will be out in the next few days.
- Brienzo announced there will be an open house on Tuesday, March 15, 2016 regarding 33<sup>rd</sup> St. and Cornhusker Hwy. The meeting will be held at the NET Building, 1800 N. 33<sup>rd</sup> St. from 4:30 p.m. – 6:30 p.m.

There being no further business, the meeting was adjourned at 2:40 p.m.