

## MEETING RECORD

**NAME OF GROUP:** TECHNICAL COMMITTEE MEETING

**DATE, TIME AND PLACE OF MEETING:** May 19, 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, Miki Esposito - Director of Public Works & Utilities, Paul Barnes and Kellee Van Bruggen of Planning Dept., Gary Bergstrom of the Health Department, Michael Davis of StarTran, Roger Figard and Randy Hoskins of Public Works and Utilities, Tom Goodbarn and Brad Zumwalt of the Nebraska Dept. of Roads, Wynn Hjermstad of Urban Development, Lynn Johnson of Parks and Recreation, Jon Large of Lincoln Airport Authority and Brendan Lilley of County Engineering. Mike Brienzo and Teresa McKinstry of the Planning Dept.; Brian Praeuner of StarTran; Thomas Shafer of Public Works & Utilities; Rick Haden of Felsburg, Holt & Ullevig; 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 March 10, 2016. Motion for approval made by Bergstrom, seconded by Cary and carried 11-0: Bergstrom, Cary, Dingman, Esposito, Davis, Goodbarn, Hoskins, Large, Lilley, Van Bruggen and Zumwalt voting 'yes'; Johnson absent at time of vote; Barnes, Figard and Hjermstad abstaining.

### **REVIEW AND ACTION ON REVISIONS TO THE FY 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

Mike Brienzo stated that there are some revisions to the current fiscal year TIP.

- a) **Nebraska: Highway N-79**, Agnew Raymond Spur (S-55J) north to Valparaiso, resurfacing project (8.5 miles) – 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) **Nebraska: I-80**, I-180 / US34 to US-77 / L55X Joint seal and shoulder repair (5.7 miles) - add federal National Highway funds.
- d) **City of Lincoln, Streets:** East Beltway corridor protection - Add remaining Federal Demonstration funds (DPU - SAFETEA-LU Priority Project Funds).

- e) **City of Lincoln, Streets:** 56<sup>th</sup> Street, Shadow Pines Drive to Old Cheney Road – convert AC funds to federal STP Urban Area funds.

Revision a) is for AC funding for federal STP funds. Revision b) and c), federal funds are being added. This is another project that is adding National Highway Funds. The scope of the project does not change. The next two are City projects. Revision d) is regarding the East Beltway. \$106,500 in demonstration funds are being added. Revision e) is the 56<sup>th</sup> Street project. This is conversion from local to LC funds. These are funds that are made available to the City. In previous years there was Advanced Construction funding. The City has spent local money on the project and is now converting it.

Dingman commented that in an effort to be transparent, she wants everyone to remember that Lancaster County committed several years ago to set aside their keno funds for one year for the East Beltway and to protect the corridor. As budget hearings happen, she will aggressively request restoration of the funding so we can continue to acquire pieces of the funding for right-of-way. Esposito inquired if Dingman recalled a specific dollar amount. Dingman believes the County aspired to put away an amount equal to what the City was putting away. She believe \$250,000.00 to \$300,000.00 a year. There has been a lot of discussion on this topic. That is money that is set aside from the budget. She is going to aggressively request funding.

Figard also stated that last week, Public Works & Utilities met with the Nebraska Dept. of Roads to talk about the earmark (DPU) for the East Beltway. There was discussion that earmark could be re-appropriated to another activity. The intent was to keep the City of Lincoln contribution at \$250,000.00. NDOR could transfer the earmark LC funds to the South Beltway for cost share credit. They are maintaining the \$250,000.00 local share in the TIP so it is available to repurpose for the South Beltway earmark.

**ACTION:**

Figard moved approval of the proposed revisions to the FY 2016-2019 TIP, seconded by Goodbarn and carried 14-0: Barnes, Bergstrom, Cary, Dingman, Esposito, Davis, Figard, Goodbarn, Hjermstad, Hoskins, Large, Lilley, Van Bruggen and Zumwalt voting 'yes'; Johnson absent at time of vote.

**REVIEW AND ACTION TO RECOMMEND THE PROPOSED FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PUBLIC HEARING AT THE PLANNING COMMISSION**

Brienzo stated that staff started working on the FY 2017-2020 TIP in March 2016. The LRTP (Long Range Transportation Program) Project Oversight Committee met in April 2016 and reviewed the projects. This committee will make a recommendation for the public review. The Planning Commission will hold a public hearing and take comments. Those comments will be brought back to this committee on June 2, 2016. The program goes onto the Officials Committee for action.

**ACTION:**

Cary moved approval of the FY 2017-2020 TIP, seconded by Bergstrom and carried 14-0: Barnes, Bergstrom, Cary, Dingman, Esposito, Davis, Figard, Goodbarn, Hjermsstad, Hoskins, Large, Lilley, Van Bruggen and Zumwalt voting 'yes'; Johnson absent at time of vote.

**OTHER TOPICS FOR DISCUSSION**

Brienzo stated that the State has asked us to set amendment criteria for the LRTP to match the TIP. Over the summer, we will work with the State. Discussion on this issue has just started. As it stands now, we have a policy in place that any project that is greater than 20 percent or two million dollars requires a formal amendment to the TIP. Our issue is, if a project moves from the LRTP to the TIP, then during the design phase or study we find that project is 20 percent or two million, then the LRTP is identified. Then we have to go back to the LRTP and make an amendment. He has looked at other state's TIPs. Iowa says an amendment is needed only if federal funds are greater. Florida is 50 percent or 5 million dollars. Each state is different. He just began to look into this. It is something he believes this committee needs to talk about. When we update the plan, how rigid are those costs? It is difficult to project twenty years and have an accurate cost. During project development, how do we define the projects in the TIP? That could create issues if we are going back and forth between the two documents. It could be difficult to program projects. He is going to ask the state and feds to clarify the guidelines and any flexibility we might have. As long as the scope doesn't change significantly is a question he has for them. If a one mile project includes an intersection, he doesn't believe that changes the scope. There will be meetings to see what needs to be accomplished by these guidelines.

Lynn Johnson arrived at 1:55 p.m.

Zumwalt believes the intent is to make sure the TIP is consistent with the LRTP. He thinks the 20 percent or two million, whichever is greater, is something that would come up on a rare occasion. He believes it would be few and far between.

Brienzo stated the LRTP Project Oversight Committee will be discussing this as well. We want the LRTP and the TIP to be consistent. He believes they generally are, but he doesn't want to add confusion to the process. Zumwalt agreed. He believes they are looking for consistency.

Brienzo noted that it depends on how the scope is defined in the TIP. Intersections are always in the scope. We will be keeping the committee informed as this is discussed.

Figard made a motion for adjournment, seconded by Esposito and carried 15-0: Barnes, Bergstrom, Cary, Dingman, Esposito, Davis, Figard, Goodbarn, Hjermsstad, Hoskins, Johnson, Large, Lilley, Van Bruggen and Zumwalt voting 'yes'.

There being no further business, the meeting was adjourned at 2:00 p.m.