

MEETING RECORD

NAME OF GROUP: TECHNICAL COMMITTEE MEETING

DATE, TIME AND PLACE OF MEETING: June 1, 2017, 1:30 p.m., Conference Room 113, County-City Building, 555 S. 10th St., Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: Pam Dingman – Lancaster County Engineer, Miki Esposito - Director of Public Works & Utilities, Paul Barnes and Kellee Van Bruggen - Planning Dept., Brian Praeuner - StarTran, Roger Figard – Railroad Transportation Safety District and Randy Hoskins - Public Works & Utilities, Sara Hartzell - Parks & Recreation, Wynn Hjermstad - Urban Development, Brendan Lilley - County Engineer, Noel Salac and Tom Goodbarn - Nebraska Dept. of Roads; (David Cary – Planning Dept., David Haring – Lincoln Airport Authority and Chris Schroeder – Health Dept. absent). Mike Brienzo and Teresa McKinstry of the Planning Dept.; Brendon Schmidt of Nebraska Dept. of Roads; Matthew Shimerdla of Schemmer Associates; Tony Dirks of Benesch; Kyle Fischer of Lincoln Chamber of Commerce; Bayley Bischof of KLKN TV Channel 8; Nancy Hicks of the Lincoln Journal Star; and other interested parties.

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

Esposito then requested a motion approving the minutes of the meeting held January 5, 2017. Motion for approval made by Dingman, seconded by Goodbarn and carried 11-0: Barnes, Dingman, Esposito, Praeuner, Goodbarn, Hartzell, Hjermstad, Hoskins, Lilley, Salac and Van Bruggen voting 'yes'; Figard abstaining; Cary, Haring and Schroeder absent.

REVIEW AND ACTION ON REVISIONS TO THE FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM, A) NEBRASKA HIGHWAY S-55A, DENTON SPUR (S-55A) FROM US-6 TO DENTON, REVIEW PROJECT FUNDING TO INCLUDE FEDERAL STP-FLEXIBLE FUNDS AS PART OF PROJECT FUNDING AND B) FTA-SECTION 5310/5311 PROGRAM, ADD THE FTA SECTION 5310 PROGRAM FUNDING ALLOCATION AND PROGRAM OF PROJECTS TO ASSIST PRIVATE NONPROFIT GROUPS IN MEETING THE TRANSPORTATION NEEDS OF OLDER ADULTS AND PEOPLE WITH DISABILITIES:

Mike Brienzo stated that these are projects to be added to the current TIP. The first is the Denton Spur. It is a state project. Changes in funding are being made. It was originally funded with Nebraska dollars. They want to use STP dollars. The second proposal is adding a program

of projects. These are Section 5310 Program funds. The program provides partial funding for transportation, vehicles or activities that support the handicapped or elderly in their transportation needs. There are five projects that are being requested to the current program. We work with the state on generating applications to use these funds. This uses up most of the funding. \$1,400.00 will be carried over to the next program. This will be added to the new TIP as well as the current TIP. We will administratively add the program of projects as recommended by the Oversight Committee.

Esposito questioned if the dollars are limited. Brienzo replied no, in this case we are using only capital projects. We can support operations as well. The League of Human Dignity uses these funds. Madonna has used them to purchase software and computers. It is used for different things.

Dingman wondered when construction of the spur is anticipated. Salac noted there is a plan he can send her.

Brienzo pointed out that an amendment has to go through the Officials Committee on June 22, 2017. They make the recommendation and the state and highway administration will check off.

Hjermstad wondered if the 5310 projects are all funded. Brienzo replied they are funded for all applications.

ACTION:

Motion for approval of revisions to the FY 2017-2020 Transportation Improvement Program, a) Nebraska Highway S-55A, Denton Spur (S-55A) from US-6 to Denton, review project funding to include Federal STP-Flexible Funds as part of project funding and b) FTA-Section 5310/5311 Program, add the FTA Section 5310 Program funding allocation and program of projects to assist private nonprofit groups in meeting the transportation needs of older adults and people with disabilities made by Dingman, seconded by Figard and carried 12-0: Barnes, Dingman, Esposito, Figard, Praeuner, Goodbarn, Hartzell, Hjermstad, Hoskins, Lilley, Salac and Van Bruggen voting 'yes'; Cary, Haring and Schroeder absent.

REVIEW AND ACTION ON THE MPO'S PROPOSED FY 2017-2018 UNIFIED PLANNING WORK PROGRAM:

Brienzo stated we have been working on this since March. Some of the projects are still being worked on. This program will move forward. The state will put together an agreement to fund this program. The amount of funds we have identified for this year is stated. Lincoln MPO has been allocated \$416,000 to perform planning activities. This is restricted to planning type projects. We have been working with the state on performance measures. This is one item we will be working on over the summer. If we need to come back and amend the program to identify the MPO role and perhaps the State role, that can be done. This is an ongoing project that we need to focus on. This is specifically for safety performance measures. He believes the

state is required to have their measures in place by August 1, 2017. The MPO has 180 days in order to accept their proposal. Other planning areas of emphasis are the TMA certification review performed by the Federal Highway Administration. There are a number of things we will be working on. On that came to light early on in the review, now that we have our long range plan in place and we have had a number of new leadership roles developed, we need to go through and review all of our policies and documents, in particular our committee structure. Our committee structure reports to the Technical Committee on a regular basis. This has all been folded into the update process. We will work with the administrative committee. The Technical Committee will help decide who sits on that committee and what the structure of the committee looks like. There is also a transportation implementation study underway. This will be focused on during the coming year. Hoskins noted that the scope of the study has been determined. Brienzo noted that will be a major work effort.

Brienzo continued we are also undertaking an on-street bicycle facilities program. Kellee Van Bruggen is working on that. Van Bruggen stated we are currently in the process of developing the RFP. We want to extend the conversation we have had on the Long Range Transportation Plan as focus more on the on-street bike facilities and figure out what roads make the most sense for what types of facilities and develop an implementation plan.

Brienzo stated we need to outline what we are expecting to happen in the next year or two. He knows that Brian Praeuner is working on a Transit Asset Management Plan. Praeuner noted they are participating in some webinars to find out what they need to do. They are in the education phase now and are working with the FTA in Kansas City to find out what their expectations are.

Brienzo stated that another key item is the Goods and Freight Movement Planning Study. The State is heading that up. Salac stated they are working on the 2017 Freight Plan. There are requirements to be met. We are also working on a Supply Chain Model contract that will complement the Freight Plan. He believes the city program will complement the state contract. There is an oversight committee of approximately 20 members across the state that are basically counseling us on our freight plan. We gather input and data and how it interacts with freight movements across the state. We hope to gather some possible economic development data. One of the things we are doing along with the freight plan, we will be designating the critical freight corridors. One is 150 miles of rural freight corridors and working to designate urban freight corridors.

Dingman would like to revisit performance based planning. She believes it is important not just to find their transportation asset management program, but also define the criteria. Brienzo believes it is important as well. The program covers the entire county. Dingman noted it says City of Lincoln and Public Works. Brienzo will change that to reflect the entire county.

Esposito would like to talk about what is expected out of the safety performance measures. Is there opportunity for the city to help develop those measures? Brienzo replied the state is taking the lead. They are required to have theirs in place by August 1, 2017. They are taking the

lead in a statewide effort. We will take a look at their measures and see if we agree with them or want to develop our own. We will set up a working group. We will still have to provide the state with ongoing data. We need to get on track and how we package the information for each program. We developed a package of 30 performance measures for the Long Range Transportation Program. We will be working on that this summer. We will also be working on how to monitor those and how to keep them current. He is working on a report with Felsburg Holt & Ullevig. We would like to have all the annual data developed by the end of the calendar year so we can have a report on performance data. The Transportation Asset Management Plan will be coming forward along with the Transit Management Plan.

ACTION:

Motion for approval of the MPO's proposed FY 2017-2018 Unified Planning Work Program made by Hoskins, seconded by Dingman and carried 12-0: Barnes, Dingman, Esposito, Figard, Praeuner, Goodbarn, Hartzell, Hjermstad, Hoskins, Lilley, Salac and Van Bruggen voting 'yes'; Cary, Haring and Schroeder absent.

REVIEW AND ACTION ON REVISIONS TO THE LINCOLN MPO 2040 LONG RANGE TRANSPORTATION PLAN TO REFLECT AN UPDATED LINCOLN SOUTH BELTWAY PROJECT COST OF \$297.315 MILLION:

Brienzo stated that the concept of a beltway has been around since the early 1990's. In 2009, the project was put on hold for lack of funding and the East Beltway and South Beltway were separated. In 2011, the Build Nebraska Act included funding for the South Beltway. The beltway project was reinitiated in 2013. Project cost estimate at that time was around \$200 million. We have been working on the design. With the latest negotiations between the City, the State and the RTSD (Railroad Transportation Safety District), this will enable the funding to be fully developed. He understands the State is on board with that package. Salac noted that they are in agreement in principle. Brienzo continued that we are amending the Long Range Transportation Plan to include the new number. He has identified the specific changes that need to be made to reflect the \$297.315 million. The scope of the project has not changed, just the funding and the details of the project have emerged.

Dingman thinks it is important to know as these projects continue to push further and further into the future and the historic 5 percent inflation on construction, these projects become more expensive. Time is of the essence.

Figard agreed with Dingman's comments. In fifteen years, there has been significant increases in the cost of concrete and steel. There were also some management decisions made at the City level. In the 1990's, the project was designed as an expressway with no at-grade accesses. In the mid to late 1990's, FHWA acknowledged and accepted the difference between a freeway and an expressway. This sets the stage so in the future, the South Beltway could be widened from a four lane to a six lane freeway without having to go back and redo the document and

right-of-way. He believes those were appropriate decisions made at the time to protect the investment in the future.

Esposito thinks that is great information. She thanked Figard for all his work on the project and his collaboration with the RTSD. She also thanked the State. She is excited about this project. Salac added that the Dept. of Roads is very excited about this project as well. It is great to see it come to fruition.

ACTION:

Motion for approval of revisions to the Lincoln MPO 2040 Long Range Transportation Plan to reflect an updated Lincoln South Beltway project cost of \$295.315 million made by Dingman, seconded by Salac and carried 12-0: Barnes, Dingman, Esposito, Figard, Praeuner, Goodbarn, Hartzell, Hjermstad, Hoskins, Lilley, Salac and Van Bruggen voting 'yes'; Cary, Haring and Schroeder absent.

REVIEW AND ACTION ON A RECOMMENDATION REGARDING 2017 SELF-CERTIFICATION REVIEW THAT THE TRANSPORTATION PLANNING PROCESS FOR THE LINCOLN METROPOLITAN AREA COMPLIES WITH APPLICABLE FEDERAL LAWS AND REGULATIONS:

Brienzo stated that this is a self-review. The MPO is required to work with other members within their jurisdiction to develop a resolution that states the MPO is in compliance and meeting all the critical elements to comply with DOT regulations. This is a regulatory review. His report lists all the key regulatory items that we address throughout the year. The state wanted us to focus on how we coordinate this. We worked with the state to develop a multi-modal analysis. Most of these are things that we do such as the Federal Transit Act. The Health Dept. monitors the air quality. The bottom line is we have a planning process and it works. The State has already signed off on the resolution.

ACTION:

Motion for approval of the 2017 Self-Certification Review that the Transportation Planning Process for the Lincoln Metropolitan Area complies with applicable Federal laws and regulations made by Figard, seconded by Salac and carried 12-0: Barnes, Dingman, Esposito, Figard, Praeuner, Goodbarn, Hartzell, Hjermstad, Hoskins, Lilley, Salac and Van Bruggen voting 'yes'; Cary, Haring and Schroeder absent.

REVIEW AND ACTION TO RECOMMEND THE PROPOSED FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM:

Brienzo stated that we have been working on putting together the TIP. We started by gathering the program of projects for the MPO planning area. At that time, we had a number of negotiations taking place on how projects would be funded and that has slowed us down a little. On May 11, 2017 the programming committee did a complete review of the draft TIP and

recommended it to the Planning Commission for review. May 24, 2017 was the review by Planning Commission. No substantial comments were received at that meeting. All Planning Commissioners recommended it moving forward. We are adding the allocation for Section 5310 funds. As we get a program of projects developed, they will be taken to the subcommittee for review. Administrative modifications to the TIP have to be checked off by the Planning Director. All three chairs of the Technical Committee are notified. If anyone feels a full Technical Committee meeting is required, that would be undertaken. We work with the Federal Transit Administration on this process. We make modifications based upon how projects develop. Funds have to be programmed at this time.

Brienzo noted that there is a second item under the State section. The South Beltway program is included. He assumes if there are any changes, a modification will have to be made. If the scope doesn't change, he would assume it could be done administratively. If any of the chairs would like to see these go through the Technical Committee, that can be done. The same applies to the State. He believes as it stands right now, it is programmed in a way that is manageable.

Esposito noted we will continue to discuss any changes to the budget process and TIP amendment on the South Beltway and could potentially be bringing those forward to the Technical Committee in the future.

ACTION:

Motion for approval of the proposed FY 2018-2021 Transportation Improvement Program made by Salac, seconded by Dingman and carried 12-0: Barnes, Dingman, Esposito, Figard, Praeuner, Goodbarn, Hartzell, Hjermstad, Hoskins, Lilley, Salac and Van Bruggen voting 'yes'; Cary, Haring and Schroeder absent.

OTHER:

- Figard noted that the website for the RTSD will now have any upcoming meeting agendas and attachments available on the web.
- Brienzo noted that the Nebraska Dept. of Roads is officially changing titles to the Nebraska Dept. of Transportation.

There being no further business, the meeting was adjourned at 2:30 p.m.