

MEETING RECORD

NAME OF GROUP: TECHNICAL COMMITTEE MEETING

DATE, TIME AND PLACE OF MEETING: January 18, 2018, 1:30 p.m., Conference Room 113, County-City Building, 555 S. 10th St., Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: David Cary - Planning Dept., Pam Dingman – County Engineering, Miki Esposito – Public Works & Utilities, Paul Barnes and Kellee Van Bruggen – Planning Dept., Gary Bergstrom – Health Dept., Lonnie Burklund and Randy Hoskins – Public Works & Utilities, Michael Davis – StarTran, Tom Goodbarn and Paul Gavin – Nebraska Dept. of Transportation, Sara Hartzell – Parks & Recreation and Wynn Hjermstad – Urban Development. Jordan Messerer, Brian Pillard of StarTran, Rick Haden of Felsburg Holt & Ullevig, Mike Brienzo and Teresa McKinstry of the Planning Dept., Nancy Hicks of the Lincoln Journal Star and other interested parties.

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 September 7, 2017. Motion for approval made by Dingman, seconded by Hjermstad and carried 11-0: Barnes, Bergstrom, Burklund, Cary, Dingman, Davis, Esposito, Gavin, Goodbarn, Hjermstad and Van Bruggen voting 'yes'; Hoskins abstaining; Hartzell absent at time of vote; Figard and Haring absent.

REVIEW AND ACTION ON REVISIONS TO THE FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP), A) MALCOLM SIGN GRANT, ADD AS A NEW SAFETY PROJECT AND PROGRAM FEDERAL FUNDS FOR MALCOLM TO REPLACE DAMAGED, OBSOLETE OR SUBSTANDARDS SIGNS AND SIGN POSTS; B) LINCOLN ROSA PARKS WAY TRAIL PROJECT, REPROGRAM FEDERAL FUNDS TO BE OBLIGATED FOR TRAIL RIGHT-OF-WAY IN FY 2017-18; C) BEAL SLOUGH PROJECT, REPROGRAM FEDERAL FUNDS TO BE OBLIGATED FOR PE IN FY B2017-18 AND FEDERAL FUNDS FOR RIGHT-OF-WA IN FY 2019-20 FOR TRAIL RIGHT-OF-WAY; AND D) FTA SECTION 5310 PROGRAM OF PROJECTS, ADD FTA SECTION 5310 FUNDED PROGRAM OF PROJECTS FOR THE ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES

Mike Brienzo noted that the first item is for a Malcolm sign grant. It was brought to his attention that these signs do not need approval by the County Engineer. This will be safety funds from the State. The next item is Lincoln Rosa Parks Way Trail Project. This was programmed for 2017-18 with the right-of-way taking place last year. That is being moved to

this fiscal year. The State has also approved an increase in the overall project funding. That increases the overall project cost. The next item is Beal Slough Trail Project. We are adjusting the fiscal years. That is taking place this fiscal year and right-of-way will be programmed for 2019-20 with construction in 2020-21. Parks & Rec has worked with the State on this. The fourth item being added is FTA Section 5310 Program of Projects. The State has been working on the program of projects for this fiscal year. The allocation is from 2015, but there has been a little lag in getting the projects selected. They are receiving proposals this year. Those are Tabitha for a small van, Madonna Foundation for tablets and software and operating assistance, and the League of Human Dignity for purchase of service. The State is the designated recipient for the funds. Those are the four proposed amendments to the TIP.

Hjermstad wondered how Section 5310 projects are picked. Brienzo responded that they can be programmed through administrative amendments. These just came through last week. Hjermstad asked if everyone who applied received something. Brienzo replied yes. There is a carryover of \$80,000.00. They are going to try for a second call of projects this year. It is important to use up the older funds first.

Bergstrom asked about any increased cost. Brienzo replied that funds were moved and added. These are TAP (Transportation Alternative Program) funds through agreement with the State.

ACTION:

Motion for approval of revisions to the FY 2018-2021 Transportation Improvement Program, a) Malcolm Sign Grant – add as a new safety project and program federal funds for Malcolm to replace damaged, obsolete or substandard signs and sign posts; b) Lincoln Rosa Parks Way Trail project – reprogram federal funds be obligated for trail right-of-way in FY 2017-18; c) Beal Slough Trail Project – reprogram federal funds to be obligated for PE in FY 2017-18 and federal funds for right-of-way in FY 2019-20 for trail right-of-way; and d) FTA Section 5310 Program of Projects – add FTA Section 5310 funded program of projects for the Enhanced Mobility of Seniors and Individuals with Disabilities made by Dingman, seconded by Hoskins and carried 13-0: Barnes, Bergstrom, Burklund, Cary, Dingman, Davis, Esposito, Gavin, Goodbarn, Hartzell, Hjermstad, Hoskins and Van Bruggen voting ‘yes’; Figard and Haring absent.

BRIEFING ON THE LINCOLN CITIZEN’S TRANSPORTATION COALITION:

Lonnie Burklund believes it was late summer in 2017 when he last updated this group on the Transportation Strategy. A lot of good work is being wrapped up. It started with a charge from the Mayor. Questions asked were what are Lincoln’s current system preservation, system optimization and expansion needs, what level of infrastructure maintenance do citizens expect, what transportation investments are needed, what will those desired investments cost and what are the best mechanisms for the City to fund its current and expanding infrastructure needs. The consultants did an excellent job. They dug into a lot of data to see what the state of transportation is in Lincoln. One key item was a peer city comparison. One of the ideas that spun into more discussion was what is being spent on maintenance. A lot of our peer cities are

spending a lot more on maintenance. That becomes critical when talking about the total system. The typical cost to resurface a lane-mile is \$600,000.00. It costs about \$300,000.00 to signalize an intersection. It costs about \$12 million dollars for one mile of a new 4-lane arterial street. There will be about 120,000 more people by the year 2040. We talked about maintenance and how to deliver more cost savings. Design flexibility was discussed. Simplifying the impact district fee system was discussed, as well as streamlining business practices and optimizing the existing system. The coalition recommends \$20 to \$28 million in local option sales tax revenue. \$21 million per year is needed for system preservation and maintenance. \$7 million per year is needed for system optimization such as signal upgrades and maximizing traffic flow. Around \$5 million per year is needed for system growth and new streets. Coalition members were a wide a varied group. There was great attendance at the meetings. This information is available on the web at www.lincolnonthemove.com.

Cary thanked Miki Esposito, Lonnie Burklund, Randy Hoskins and all others involved. The LRTP (Long Range Transportation Plan) adopted in coordination with the LPlan 2016 Update stated we need to get more funds to get more accomplished. This was a great process. It proved if we can get information in front of people, they can see the challenges we are facing. Pam Dingman is facing a steeper climb as County Engineer. This is exactly what we should be doing on the transportation side. We can't wait for the federal government to give us money that may never happen. He commended everyone for their efforts.

Esposito believes the LRTP was a great guide for next steps. It is a great vision document. That is what spearheaded this conversation and goal. She also extended her thanks to Dave Cary, Pam Dingman and others. It was a really good experience. Now we have an answer how to move forward.

Dingman stated this morning at the Lancaster County Commissioner's staff meeting, they set the scope for a separate process. The dollars going into to County Engineering are somewhere around 15 percent where it used to be around 40 percent. The county has around 1400 center line miles and has a larger responsibility than the City of Lincoln. She thinks this speaks widely to our issue.

BRIEFING ON THE LINCOLN MPO ANNUAL TRANSPORTATION SYSTEM PERFORMANCE REPORT:

Cary stated this is another example of implementing what was called for in the LRTP. We can truly track our performance as well as make arguments for more funding.

Brienzo stated that the document is available on the web at <http://www.lincoln.ne.gov/city/plan/mpo/mporpts/2018Performance.pdf>. The system is very dynamic, it changes almost daily. We have been working with many different departments and agencies. The LRTP was adopted January 2017 and we collected a lot of data based on the seven bullet categories we have listed in the plan. We will make sure this is as up to date as it can possibly be. It is meant to be a snapshot of how the system is performing based on the

L RTP. This data will be the support for the next update. We are looking at January 2021 for the next update. The TIP will move forward in March and this needs to be completed.

Hjermstad believes this is really well done. It is readable and understandable.

Cary echoed the comment. It is not easy to make this type of report readable.

Barnes thanked Felsburg Holt & Ullevig (FHU) for all the help. This will be a valuable tool.

Hjermstad stated this can be very complex data. She agrees that the report makes it very understandable.

BRIEFING ON THE LINCOLN MPO ON-STREET BIKE FACILITIES STUDY:

Kellee Van Bruggen stated that the Lincoln MPO is beginning a study of Lincoln's on-street facilities and develop new facilities to provide for safer bicycle commuting and recreation opportunities. A committee met and interviewed firms. FHU was selected. We are excited about partnering with them. FHU is working with Toole Development Group and Clark Enersen. We have been refining the scope of services. The planning process is estimated to take eight to ten months. Once that is kicked off, we will keep this committee apprised of the progress.

Jordan Messerer thanked Kellee Van Bruggen and the Planning Dept. for moving this forward. Lincoln has a gold standard for their trail network. This will make the whole system safer.

Cary echoed the sentiment as well. This is the next phase of having more information for the on-street system. We will want to implement some projects coming out of this as well. This is a big part of our transportation system.

BRIEFING ON THE NEBRASKA DEPARTMENT OF TRANSPORTATION (NDOT) STATE FREIGHT PLAN ON CRITICAL FREIGHT CORRIDOR DESIGNATIONS:

Paul Gavin stated that a little over a year ago, the State embarked on its first freight plan. There was an advisory committee. This was accepted and certified by the Federal Highway Administration. It has been printed and posted on the website at <http://dot.nebraska.gov/media/10761/nebraska-freight-plan.pdf>. Chapter 6 identifies the critical freight corridors. Having a freight plan allows us to use the freight funds on freight projects. There will be another advisory committee later in the spring.

Dingman believes we have a couple of old systems that are new again. Farm to market is from the 70's. There is around 400 trucks a day on a gravel road. She would be interested in speaking with the State on this.

Brienzo stated that this has a lot of interesting data in it such as commodities in and out. He is sure we will use a lot of data as we move forward.

BRIEFING ON THE NEBRASKA DOT VANPOOL PROJECT:

Gavin stated that mobility management fills in the gaps of transportation. Statewide coordinating meetings were established. Stakeholders were met with. Some future activities have been established. The vanpool program has had a vendor selected. Enterprise is the contract provider. They have WiFi, roadside assistance and satellite radio and are trying to make this attractive to people. The Hudl Company in Lincoln is doing a vanpool service. Gallup Corp. is also very much involved. Nebraska Department of Transportation subsidizes each van with federal funds.

Davis stated it would be nice to do some coordinated marketing. Gavin noted that the consultant is doing most of the marketing. He will put Davis in touch with them.

BRIEFING ON THE NEBRASKA DOT/MPO HIGHWAY SAFETY PERFORMANCE MEASURES:

Gavin stated that this is a result of the Fast Act legislation which requires performance measures. The safety performance measures started last may. NDOT had two workshops and submitted their safety targets to the federal administration.

Brienzo stated that this guides us on what we need to do as an MPO and tie in with what the State is doing. We are focused on safety measures at the moment. He laid out what the performance areas are and the State target date. We need to follow up on what the State has done. StarTran is already working on their Transit Asset Management Plan. We need to submit our targets by February 2018. Once these are set off, they will review and respond to targets and how well you are doing. These need to be submitted once a year. We talked if we need to submit our measures once a year. As long as we support the State targets, that is all that is necessary according to the FHWA (Federal Highway Administration). There are some targets the City is unlikely to meet within a year or two. He will put together a Resolution for the Officials Committee saying that we will support the State measures.

Gavin noted that this can be adjusted at any time. There is not a penalty for the MPO.

Cary inquired if there is an expectation that we would create our own. Brienzo doesn't believe other MPO's will. Gavin thinks what this means is you are free to program projects that support the State. Brienzo noted that the State programs the safety dollars.

Dingman questioned if there is an equal process for the County. Brienzo replied that Lancaster County is part of the MPO. The data is countywide. We like to have all data countywide where we can. The State does provide that.

Barnes wondered about the timing of when the FHWA will look at these targets and the anticipated change in safety dollars. How will this trickle down? Gavin replied that at one year, the FHWA will do a review and at two year, there will be a full review. Brienzo added that we

use safety funds now. Those are programmed every year. This would give them priority if it helped you meet your target. Gavin agreed.

ACTION:

Davis made a motion in support of the State targets, seconded by Dingman and carried 12-0: Barnes, Bergstrom, Burklund, Cary, Dingman, Davis, Gavin, Goodbarn, Hartzell, Hjermsstad, Hoskins and Van Bruggen voting 'yes'; Esposito, Figard and Haring absent.

OTHER:

- Cary stated that as this meeting started, a press release was issued inviting the public to an open house for Bike Share on Wednesday, January 24, 2018. The project is under implementation now. We are ramping up to a launch date in April 2018.
- Brienzo noted that the 2019-2022 TIP is moving forward.
- Brienzo stated that the committee's bylaws identify three rotating chairs between the Director of Public Works & Utilities, the County Engineer and the Director of Lincoln-Lancaster County Planning Dept. It is Miki Esposito's turn to be Chair for 2018, with Pam Dingman occupying Vice-Chair position.

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