

MEETING RECORD

NAME OF GROUP: TECHNICAL COMMITTEE MEETING

DATE, TIME AND PLACE OF MEETING: January 31, 2019, 1:30 p.m., Conference Room 113, County-City Building, 555 S. 10th St., Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: Pam Dingman – County Engineering, Miki Esposito - Lincoln Transportation and Utilities, Paul Barnes and Kellee Van Bruggen – Planning Dept., Gary Bergstrom – Health Dept., Lonnie Burklund and Randy Hoskins – Lincoln Transportation and Utilities, Michael Davis – StarTran, Tom Goodbarn and Craig Wacker – Nebraska Dept. of Transportation (NDOT), Richard Bishop – Urban Development, Chad Lay – Lincoln Airport Authority, Larry Legg – County Engineer and Roger Figard – Railroad Transportation Safety District (RTSD); (David Cary – Planning Dept. and Lynn Johnson – Parks and Recreation absent)

Mike Brienzo and Teresa McKinstry of the Planning Dept., Brian Praeuner of StarTran, Kris Humphrey of the RTSD, Rick Haden of Felsburg Holt & Ullevig 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 8, 2018. Motion for approval made by Goodbarn, seconded by Davis and carried 14-0: Barnes, Bergstrom, Bishop, Burklund, Davis, Dingman, Esposito, Figard, Goodbarn, Hoskins, Lay, Legg, Van Bruggen and Wacker voting 'yes'; Cary and Johnson absent.

ROTATION OF THE TECHNICAL COMMITTEE CHAIRPERSON:

Dingman noted that the Chairperson has been rotated. She is now the Chair and David Cary is Vice-Chair.

REVISION TO THE CURRENT FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP); A) LINCOLN ROSA PARKS WAY TRAIL PROJECT. REPROGRAM THE RIGHT-OF-WAY (ROW) AND CONSTRUCTION PHASES OF THE TRAIL PROJECT INTO FY 2019:

Mike Brienzo stated that the State of Nebraska is requesting reprogramming of funds for the Lincoln Rosa Parks Way Trail project from last fiscal year into 2019-2020. The project was held up for environmental reviews, amongst other things. They fully expect to get the project underway this year.

ACTION:

Hoskins moved approval of revision to the current FY 2019-2022 Transportation Improvement Program; a) Lincoln Rosa Parks Way Trail project-reprogram the right-of-way and construction phases of the trail project into FY 2019, seconded by Esposito and carried 14-0: Barnes, Bergstrom, Bishop, Burklund, Davis, Dingman, Esposito, Figard, Goodbarn, Hoskins, Lay, Legg, Van Bruggen and Wacker voting 'yes'; Cary and Johnson absent.

REVISION TO THE LINCOLN MPO 2040 LONG RANGE TRANSPORTATION PLAN – 2016 UPDATE (LRTP) FOR AN AMENDMENT TO REFLECT THE NORTH 33RD GRADE SEPARATION AND CORNHUSKER HIGHWAY SUBAREA PLANNING PROJECT AS AN RTSD FUNDED PROJECT TO BE COMPLETED WITHIN 20 YEAR SCOPE OF THE LRTP:

Paul Barnes stated this is a partnership with the City and the RTSD. We have been working on this for over a year. The outcome is to bring forward a couple of amendments, one to the LRTP (Long Range Transportation Plan) and a companion amendment to the 2016 Update – 2040 Comprehensive Plan. Both amendments have been through the Planning Commission and they unanimously recommended approval.

Kris Humphrey stated this is an RTSD project. This is a problem in this area focused along the rail corridor. In 2015, we started to take a serious look on what could be done to improve the safety in this area. We developed a PEL (Planning and Environmental Linkages) study. It was finished in 2016. There are about 65 trains a day in this corridor, along with 20,000 plus vehicles a day. In order to make sure that everything is compatible, we started a conversation with the City of Lincoln. This led to the subarea plan. We have had many meetings and conversations. We created list of what the public felt was important for this area to be successful. Olsson Associates is the consultant on this project. The team took everything we learned and came up with some consensus items. One was that we needed to make sure that any improvements are in conformance with the subarea plan. We also developed a Salt Creek Roadway extension. The railroad crossings at 33rd St., 35th St. and 44th St. will be closed. There is a lot of physical and environment constraints in this area. There are some things that need more engineering such as access management and access to individual businesses. She showed the RTSD preliminary preferred alternative and reviewed the details.

Barnes stated that the City worked with the RTSD and took a look at the ultimate vision for buildout on this area of Lincoln. We worked with Olsson Associates. We started with the technical analysis. Several public open houses were held. Through that process, we came up with plans and designs. There were multiple advisory committee meetings and charrettes. The plan is broken out into several frameworks. These include land use, development and redevelopment, transportation and utility infrastructure, mobility, economic and aesthetics. He showed a map that represents the future vision. There is a mix of highway and industrial uses. There is an interest in transitioning it into more of a mixed use. There is also some housing opportunities. The plan includes graphics that show visuals of conceptual ideas. Recommendations are given for the different frameworks

The corridor enhancement plan focuses on the corridor from 11th St. to 56th St. Most of this part of the document focuses on streetscape improvements for the right-of-way. We also address design standards that would apply to private properties. Four zones are identified for streetscape improvements. Suggestions for improvements are shown. This brings more placemaking to the corridor. The plan recognizes this is a State corridor and any improvements would need to be run through the State of Nebraska. We would like to make welcoming entryways into this corridor. The document talks about the design guidelines. Approving this plan doesn't adopt them, but gives staff the next steps to take. This will be taken to the Officials Committee next week. The City Council will review and vote on the Comprehensive Plan Amendment.

Humphrey stated that we are one year into the planning phase. Over the next two to three years, we will complete the NEPA (National Environmental Policy Act) phase. We will work with NDOT (Nebraska Department of Transportation) and FHWA (Federal Highway Administration). It will be about the year 2026 before this will start construction.

ACTION:

Figard moved approval of the proposed amendment to the 2040 Long Range Transportation Plan – 2016 Update to reflect the North 33rd Grade Separation and Cornhusker Highway Subarea Planning Project as an RTSD funded project to be completed with the 20 years scope of the LRTP, seconded by Esposito and carried 14-0: Barnes, Bergstrom, Bishop, Burklund, Davis, Dingman, Esposito, Figard, Goodbarn, Hoskins, Lay, Legg, Van Bruggen and Wacker voting 'yes'; Cary and Johnson absent.

REVISION TO THE LINCOLN MPO 2040 LONG RANGE TRANSPORTATION PLAN – 2016 UPDATE (LRTP) FOR AN AMENDMENT TO THE LINCOLN MPO 2040 LONG RANGE TRANSPORTATION PLAN – 2016 UPDATE TO REFLECT THE LINCOLN MPO ON-STREET BICYCLE FACILITIES PLAN (LINCOLN BIKE PLAN) AS AN UNFUNDED PLANNING STRATEGY TO PROVIDE THE NECESSARY DIRECTION NEEDED TO IMPROVE UPON THE CITY OF LINCOLN ON-STREET FACILITIES NETWORK AND DEVELOP NEW FACILITIES TO PROVIDE FOR SAFER BICYCLE COMMUTING AND RECREATIONAL OPPORTUNITIES:

Kellee Van Bruggen stated that this proposal has had a lot of public input. This group has been briefed on this topic before. We are requesting approval to amend the LRTP to include reference to the Lincoln Bike Plan. A map was included in the agenda. The LRTP made reference to the need to do an Off-Street Bicycles Facilities Plan. The plan was updated to reflect the changes that are proposed.

Dingman inquired how staff sees some of the areas in the long term affecting the County. Van Bruggen replied that the Bike Plan affects the City for the most part. Planning staff met with County Board members on the Officials Committee and they showed interest in perhaps amending the LRTP in the future to mention Lancaster County.

ACTION:

Burklund moved approval of the proposed amendment to the 2040 Long Range Transportation Plan – 2016 Update to reflect the Lincoln MPO On-Street Bicycle Facilities Plan as an unfunded planning strategy to provide the necessary direction needed to improve upon the City of Lincoln On-Street Facilities network and develop new facilities to provide for safer bicycle commuting and recreational opportunities, seconded by Esposito and carried 14-0: Barnes, Bergstrom, Bishop, Burklund, Davis, Dingman, Esposito, Figard, Goodbarn, Hoskins, Lay, Legg, Van Bruggen and Wacker voting 'yes'; Cary and Johnson absent.

BRIEFING ON DESIGNATING A PUBLIC EMPLOYEE TO BE IN RESPONSIBLE CHARGE (RC) OF FEDERAL AID TRANSPORTATION PROJECTS FOR THE LINCOLN MPO:

Brienzo stated that a new Responsible Charge is needed due to his retirement. The Federal Highway Administration has recommended that a Resolution be processed. There are several qualifications required for an MPO. It is a responsible position providing oversight on federal funds. The primary focus is the work program and any federal project such as the TIP or other projects that use federal funding. Kellee Van Bruggen is recommended to be the Responsible Charge after Brienzo leaves. We hope to have the position that fills Mike Brienzo's position be a Responsible Charge as well.

ACTION:

Davis made a motion to designate Kellee Van Bruggen to be in Responsible Charge of Federal-aid transportation projects for the Lincoln MPO, seconded by Goodbarn and carried 13-0: Barnes, Bergstrom, Bishop, Burklund, Davis, Dingman, Esposito, Figard, Goodbarn, Hoskins, Lay, Legg and Wacker voting 'yes'; Van Bruggen abstaining; Cary and Johnson absent.

OTHER:

* Esposito wants to talk about sales tax. There was a coalition of Lincoln citizens. There is a \$33 million dollar annual gap in transportation funding. After much debate, sales tax legislation is headed to City Council on Monday, February 4, 2019. The proposal is to put the legislation on the ballot issue on April 9, 2019. This would see a quarter cent sales tax increase. 25 percent will be dedicated to new streets and 75 percent to existing streets. We are to address pavement conditions specifically. There was a coalition for growth that included HBAL (Home Builders Association of Lincoln), LIBA (Lincoln Independent Business Association) and the Lincoln Realtors Association who came together to see about possibly freezing impact fee rates for five years. This was a fairness in equity issue. The final issue is 1.5 percent of the proceeds going to the 33rd and Cornhusker project. Why sales tax? The impact to households is that seeking more funding to address street conditions amounts to about \$31 per household. She believes this is a reasonable approach. This about democracy. We are putting the decision in the hands of citizens.

* Dingman stated there is the County Infrastructure Tax Force. Our deficit is \$9 million for bridges. We need \$15 million for bridges and roads, critical needs only. We are discussing how to raise those funds. We have numerous bridges that are closed. The goal is get County Engineering out of triage. 1932 was the first time it was noted that the County Engineer budget was slashed due to the depression. We are approaching a century of less than critical need funding.

* Dingman recently read the bylaws. She believes we need to do some modification. She would like to make it the goal to redo the bylaws in the Management Plan.

* Barnes wanted to acknowledge that Mike Brienzo is retiring next week after over 30 years with the City.

There being no further business, the meeting was adjourned at 2:15 p.m.