

## MEETING MINUTES

### Technical Committee Meeting

Thursday, May 16, 2013

1:30 p.m.

Room 113, County/City Building

**Members Present:** Miki Esposito, Roger Figard, Thomas Shafer, Public Works/Utilities/RTSD; Marvin Krout, David Cary, David Pesnichak, Planning; Don Thomas, Doug Pillard, County Engineering; Rick Thorson, Health; Brian Praeuner, StarTran; Brad Zumwalt, Nebraska Department of Roads.

**Others Present:** Barb Fraser, PBAC; Kaine McClelland, NDOR; Tony Dirks, Benesch; Susie Filipi, Public Works & Utilities; Mike Brienzo, Michele Abendroth, Planning.

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The meeting was called to order at 1:33 p.m. The Nebraska Open Meetings Act was acknowledged.

**1. Review and action on the draft minutes of the April 25, 2013 Technical Committee meeting.**

Figard moved approval of the meeting minutes of the March 21, 2013, seconded by Thomas. The motion carried unanimously.

**2. Review and action on a recommendation regarding 2013 Self-Certification review that the Transportation Planning Process for the Lincoln Metropolitan Area complies with applicable federal laws and regulations.**

Brienzo explained that this is a review that takes place every year. He stated that the MPO is operating under the federal code of regulations dated February 2007. He outlined the types of activities that address these regulations and performance. The Technical Committee will make a recommendation to the Officials Committee.

Brienzo noted that Section 134 of title 23 USC and Section 5303 of title 49 USC requires a continuing, cooperative and comprehensive (3 C's) transportation planning process and consideration of all modes of transportation. He noted that the MPO meets all these required guidelines. The MPO provides several planning documents to meet the regulations, and these include the Transportation Improvement Program, the Coordinated Transit-Human Services Transportation Plan, the Public Participation Plan, the Long Range Transportation Plan, and the Unified Planning Work Program.

Brienzo noted that based on staff review by participating agencies, the transportation planning process is in compliance with all federal laws and regulations.

Cary moved that the that the Transportation Planning Process for the Lincoln Metropolitan Area complies with applicable federal laws and regulations based on the 2013 Self-Certification review, seconded by Zumwalt. The motion carried unanimously.

### **3. Review and action on the *proposed FY 2014-2017 Transportation Improvement Program.***

Brienzo stated that the Technical Committee recommended at its April meeting to forward the proposed FY 2014-2017 Transportation Improvement Program (TIP) on for public hearing. The Planning Commission held a public hearing on May 15 on the TIP. He distributed all comments received on the TIP. Three comments were received by email, and two were received at the public hearing. Comments were received regarding a bus shelter at a specific location, sidewalk repair, shoulder expansions, alternative transportation modes, biking trails and the public transportation system.

Brienzo then reviewed the changes to the proposed TIP, as follows:

The State has asked to add six projects to the TIP. NDOR has requested delaying Construction on five projects programmed in FY 2013 and moving these into FY 2014 and adding one resurfacing project in FYs 2014 and 2015 to be funded with a combination of City of Lincoln and State funds.

- Interstate I-80, NW 56th Street - US-77 S. Interchange, 6-Lane Reconstruction
- Interstate I-80, NW 48th Street Bridges over L-55K, 2 New Bridges
- Interstate I-80, NW 56th Street Bridge over I-80, New Bridge
- Interstate I-80, NW 56th Street, east 2.3 mi to W Jct US-77, Crack seal
- D1 - Streaming Video Cameras, N-2 and US-77
- Warlick Blvd (L-55W), US-77 to N-2, Mill resurfacing

Another change to the State TIP includes converting AC funding programmed in FY 2016 to federal funds in FY 2018 on Nebraska Highway N-79, Agnew North & South

On the County TIP, a request has been made to remove SW 12th Street & Old Cheney Road Safety Project. This project will not use federal funds and no longer needs to be programmed in the TIP.

On the City TIP, a change was requested to convert federal funds programmed in FY 2014 to Local AC funds, as follows:

- On the Traffic Optimization and Management Program, change \$1,000,000 STP-Urbanized Area funding (LC) programmed in FY 2014 to City of Lincoln - Early Advanced Construction funding (LN-AC). Programming this project with City of Lincoln funding will maintain a Fiscal Constraint for projects programmed with STP-Urbanized Area funds programmed TIP.
- Another change is to add "projects such as" lists for grouped projects to allow for the an efficient TIP Administrative Modification process, as follows:
  - Traffic Optimization and Management Program: Projects vary and scope of work is customized to meet the needs of the specific location. Work could include elements of Intelligent Transportation System Infrastructure (ITS), annual traffic monitoring program (turning movement counts, mechanical counts, travel time, and delay studies) and improving traffic flow through signal timing changes. Other projects modify, replace or install traffic signal equipment (poles, controllers, detectors, communication links, LEDs) at various locations. Locations may include: 10th & A, 10th & D, 13th & A, 16th & A, 16th & D, 17th & A, 17th & D, 17th & Washington, 27th & Woods, 27th & Van Dorn, 33rd & A, 33rd & D, 33rd & J, 33rd & Randolph, 40th & Randolph, 48th & A, 48th & Calvert, 48th & Cornhusker, 48th & Cotner, 48th & Hwy 2, 50th & Cotner/A, 56th & Calvert, 56th & R, 70th & Havelock, 70th & Teton, 70th & Van Dorn, 70th @ Lincolnshire, A Street @ Regency,

Cornhusker/Havelock & Superior, Conflict Monitor replacement, Controller replacement/upgrades.

- Roadway and Bridge Rehabilitation: Resurfacing and repairing city-wide of all roadways and bridges to maintain their longevity and serviceability economically through resurfacing, reconstruction, help provide subsidies for paving districts, bikeway/trails to improve bicycle/pedestrian movement used in conjunction with other improvement projects. Work performed also includes the data gathering, analysis, and implementation for both the pavement management and bridge management programs. Helps meet LRTP goals supporting both roadway and pedestrian maintenance / rehabilitation needs for existing infrastructure, Intersection Capacity Improvements, two plus center turn lane projects, safety projects, and Capital expenditure for Pedestrian Facilities as new curb ramps continue to be built as a part of projects. Bridge Projects such as: N 1<sup>st</sup> Street @ Cornhusker Hwy, Rosa Parks Way over Salt Creek (L), Rosa Parks Way over Salt Creek (R), N Cornhusker Hwy & N 70<sup>th</sup>. Southwood Dr & NE Hwy #2. Street Projects such as: Citywide Concrete Street Sealing, Citywide Microsurfacing, Citywide Asphalt Street Rehabilitation, Citywide Concrete Street Rehabilitation, 27<sup>th</sup> Street from Capitol Pkwy to Arbor Road (phased), 27<sup>th</sup> Street from Hwy 2 to Calvert, Old Cheney from 18<sup>th</sup> to 40<sup>th</sup>, Vine Street from 27<sup>th</sup> to 48<sup>th</sup>, A Street from 10<sup>th</sup> to 17<sup>th</sup>, A Street from Capitol Pkwy to 56<sup>th</sup> Street (phased), Cotner Blvd from 48<sup>th</sup> to A, Holdrege, 48<sup>th</sup> to 70<sup>th</sup>, Leighton from 48<sup>th</sup> to 56<sup>th</sup>, Normal from 33<sup>rd</sup> to 57<sup>th</sup>.
- Other adjustments to the City of Lincoln Streets projects listings are as follows:
  - In the 66<sup>th</sup> Street & Fremont listing, the amounts of local (LN) and federal (HS) funds were reversed and need to be switch to 90% Federal and 10% local, CN 13227.
  - The North 27th Street, Adaptive Signal Control Project now has a state control number, add CN 13244.
  - The 70<sup>th</sup> street concrete repair now has a state control number, add CN 13243 and the Early Advanced Construction abbreviation should read as AC. The year of AC conversion is in the same year as the project is programmed, FY 2014.
  - The 27<sup>th</sup> and Fairfield and W. 'O' Bridges, the control number has not been issued and will need to added administratively when received.
  - East Beltway, CN 12848, description mentions demonstration funds that are no longer available. Change the project description as shown below.
    - ~~“Design, right-of-way and utility work of a four lane freeway between Hwy 2 and I-80. This funding represents Federal Demonstration funds only available for this project in the Federal Transportation Bill to be used for corridor protection and allow for future construction of this facility. This will be matched with previous appropriations of local funds (city and county).”~~
  - The 56<sup>th</sup> Street project, CN 13141, needs to add the ROW and PE funds in prior fiscal years in the amount of \$2,270,700. Funding is to appear as \$454,200 local (LN) and \$1,816,500 federal (LC).
  - The 10<sup>th</sup> & Military Bridge project, CN 13233, needs to add PE of \$394,600 funding in the prior year (FY 2012-13) and the project total of \$3,265,100.

Figard moved approval of the proposed FY 2014-2017 Transportation Improvement Program, seconded by Shafer. The motion carried unanimously.

#### **4. Review and action on the MPO's proposed FY 2013-2014 Unified Planning Work Program.**

Brienzo stated that each year we are allocated federal planning funds to support the transportation related planning activities within the Lincoln Metropolitan area. In order to use these funds, we are required to develop a detailed program of projects, identify the source of funding of each project, the expected outcome of the project and a timeline for completion. The estimated federal fund allocation identified for FY 2013-14 is approximately \$461,500. This fiscal year we are focusing on the Transportation Demand Management (TDM) strategic plan and system planning activities. That plan is scheduled to be completed in July of this year. Over the fiscal year, they hope to initiate the next phase of this project in terms of implementing the strategies. We also expect to have a Transportation Plan amendment coming forward for the South Beltway and expect to initiate a Transit Development Plan review. We need to integrate systems management and operations planning. As we enter performance based planning, they will work with the State to develop a scope. This will be a very involved planning project and will be designed to meet federal requirements for the congestion management process as well. They started looking at the functional classification map, and they need to complete that this year. The last focus is freight and goods planning activities.

Brienzo noted that this is a recommendation to the MPO Officials Committee.

Fraser asked the Committee to consider collection of bike and pedestrian data in terms of tracking usage. Cary stated that when collecting crash data, that includes bike and pedestrian crashes. Brienzo stated that we could talk to Public Works and Parks Departments about staff time for this activity. Esposito clarified that Fraser is referring to usage data as well. Brienzo stated that, in the past, we have depended on volunteer citizens from the bike and pedestrian community to do counts. Esposito stated that we can review this internally and get back to Fraser on this.

Thomas moved approval of the proposed FY 2013-2014 Unified Planning Work Program, seconded by Figard. The motion carried unanimously.

#### **5. Briefing on the FHWA/FTA 2013 Quadrennial TMA Certification Review.**

Brienzo stated that the MPO completed a TMA Certification review by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on May 7, 8 and 9. The MPO undergoes this review every four years. The preliminary report at the exit interview included seven (7) commendations with the first one being that all the corrective actions from 2009 have been met. No corrective actions were received this time. There were commendations on the streets policy, the bike and pedestrian plan and outreach program, the public involvement process, and the Long Range Transportation Plan process. There were eight (8) programmatic recommendations. These are items that need to be addressed. These include integrating adding limited English proficiency accommodations into the program and allowing special accommodations for special needs persons. We do these things but we need to incorporate this into our public notices. There are recommendations to initiate a Transit Development Plan, document the projects costs estimates and revenues for all state projects identified in the TIP, work with the Department of Roads to integrate a group project programming strategy so we can easily modify the LRTP and avoid a complicated amendment process, and lastly, work with the Department of Roads to develop joint planning projects possibly use State SPR planning funds.

## **6. Other topics for discussion**

Shafer requested that the amendments to the proposed TIP approved today be added to the current TIP.

Figard moved to amend the FY 2013-2016 Transportation Improvement Program as identified above for the proposed TIP, seconded by Shafer. The motion carried unanimously.

Praeuner informed the Committee that there is a meet and greet for the new Transit Manager today at 3:30 at StarTran.

There being no further business, the meeting was adjourned at 2:19 p.m.

*\*\* Please note that these minutes will not be formally approved until the next meeting of the Metropolitan Planning Organization Technical Committee. \*\**

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