

MEETING MINUTES

Technical Committee Meeting

Thursday, February 14, 2013

1:30 p.m.

Room 113, County/City Building

Members Present: Miki Esposito, Roger Figard, Randy Hoskins, Public Works/Utilities/RTSD; Marvin Krout, David Cary, David Pesnichak, Planning; Doug Pillard, County Engineering; Bradd Schmeichel, Urban Development; Gary Bergstrom, Health; Brian Praeuner, StarTran; Randy Eldorado, Thomas Goodbarn, Nebraska Department of Roads.

Others Present: Justin Luther, Kevin Jones, FHWA; Brad Zumwalt, NDOR; Barb Fraser, PBAC; Silas Clarke, City of Hickman; Tony Dirks, Benesch; Thomas Shafer, Engineering Services; Mike Brienzo, Michele Abendroth, Planning.

The meeting was called to order at 1:00 p.m. The Nebraska Open Meetings Act was acknowledged. Brienzo introduced David Pesnichak, Transportation Planner in the Planning Department.

1. Review and action on the draft minutes of the September 13, 2012 Technical Committee meeting

Figard moved approval of the meeting minutes of the September 13, 2012, seconded by Krout. The motion carried unanimously.

2. Election of the Technical Committee Chairperson.

Brienzo explained that the Chair position rotates among the three Committee Tri-Chairs for a one-year term.

Figard moved to elect Esposito to continue to serve as Chair, seconded by Krout. The motion carried unanimously.

3. Review and action on *revisions* to the *FY 2013-2016 Transportation Improvement Program*.

- a) **Lancaster County: SW 12th Street & Old Cheney Road Safety project.**
- b) **City of Lincoln: North 10th Street & Military Bridge Rehabilitation project.**
- c) **City of Lincoln: Roadway and Bridge Rehabilitation funding revision.**

Brienzo stated that there are revisions to the FY 2013-2016 Transportation Improvement Program (TIP). The first is a County Engineering road safety project at SW 12th Street and Old Cheney for an intersection improvement that is partially funded with rural safety funds. The second project is a City of Lincoln project for a bridge rehabilitation or replacement project on North 10th Street north of Military Road for the bridge crossing Salt Creek. The third part of this amendment is the adjustment of federal funds to accommodate the bridge rehabilitation project and ensure a fiscally constrained TIP.

Cary moved approval of the revisions to the FY 2013-2016 Transportation Improvement Program, seconded by Pillard. The motion carried unanimously.

4. Briefing on the Lincoln MPO request to allow “Biennial MPO Programs” or a two year program update cycle to match the local budgeting cycle.

Brienzo explained that is a follow-up on the MPO request to initiate a two-year program update cycle for the Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP). This request was made to NDOR and was followed by a presentation at the annual MPO meeting to garner input from the other MPOs in Nebraska. The State has decided not to support this request because the other MPO are unable to adjust their programming schedule and they would like to continue one a one-year programming schedule for all MPOs.

EIDorado stated that the biggest reason is for consistency. Everyone is on an annual system, and it would upset the system to have a two-year program. Zumwalt added that there is a challenge to predict funding levels for more than one year in advance.

5. Review and action on the Lincoln Metropolitan Planning Organization’s *Project Prioritization and Selection Process* for the purpose of coordinating priorities and programming projects in the annual update of the *Transportation Improvement Program*.

Brienzo stated that a Project Selection and Prioritization Committee has reviewed and made comments on the MPO process designed to coordinate projects in the annual updating of the Transportation Improvement Program (TIP). The Committee developed a five step process to evaluate proposed projects. This programming process allows all agencies to evaluate and coordinate the projects which will improve the programming process. There are several categories of projects included in the TIP, and criteria has been identified to determine which projects are eligible for inclusion in the TIP. The process identifies how projects go through the Long Range Transportation Plan (LRTP) with respect to the goals and objectives.

EIDorado requested that scoring or ranking criteria be developed, as he feels quantification is important. He asked if this process resulted from the last certification review. Luther responded that this was a recommendation from the 2009 review. He stated that it is important that the process be transparent and rational and that the recommendations are documented.

Pillard moved to approve the Project Prioritization and Selection process, seconded by Figard. The motion carried unanimously.

6. Review and action on the Lincoln MPO Transportation Alternatives Program (TAP) and program of projects.

Brienzo explained that the Transportation Alternatives Program (TAP) is a new program identified in MAP-21 which took effect on October 1, 2012. This program provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. The TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs, wrapping them into a single funding source

This program is based upon transportation alternative funding provided the state for programming. He noted that of these funds, the state receives 50%, the City/County receives 7%, MAPA gets 18%, and small urban areas get 25%. TAP funds are available for obligation for up to three years after the last day of the fiscal year for which the funds are authorized. These funds are subject to the annual obligation limitations. Funds may be used for projects or activities that are related to surface transportation.

The TAP Committee has worked closely with the NDOR in developing this program of projects and are recommending this program of projects for the Lincoln Planning Area. These are also being recommended to be included in the current FY 2013-2016 Transportation Improvement Program. These projects include the Haymarket Ball Park Trail, Lincoln Rosa Parks Way Trail, Lincoln Cavett Connector Trail, Jamaica North Trail – Phase 2B, Lincoln West O historic Project, Hickman Road Trail Connections, Lincoln Stonebridge Trail, SRTS Pedal to Prescott Infrastructure, and Lincoln Walks to School Non-Infrastructure Project. Brienzo stated that we have worked closely with the staff at NDOR to ensure that all the current program of projects are retained in the TIP with either Lincoln or NDOR TAP funds.

Luther requested that the estimated TAP funds be broken down by state and federal funds.

Krout commented that it is great to have NDOR's support to get these projects back in the system.

Cary moved approval of the Transportation Alternatives Program and the TIP program of projects; seconded by Krout. The motion carried unanimously.

7. Briefing on the status of the Memorandum of Agreement between the Lincoln MPO and Nebraska Department of Roads.

Brienzo updated the Committee on the Memorandum of Agreement (MOA) between the MPO and Nebraska Department of Roads. The process began during the 2009 certification review. The Management Plan identifies the MPO structure and process. The State requested the MOA which states that we are going to maintain a planning process that meets federal regulations and guidelines and that we will work together to fulfill those obligations. This will be brought to the next Officials Committee meeting.

Krout moved approval of the Memorandum of Agreement, second by Figard. The motion carried unanimously.

8. Briefing on the development of a regional Transportation Demand Management (TDM) Strategy to support individual travel choices as identified in the 2040 Long Range Transportation.

Brienzo stated that staff has been working to develop a regional Transportation Demand Management (TDM) Strategy to support individual travel choices. An oversight committee has been formed to give direction on the project. Several activities have taken place including a Lincoln Area Landscape Scan, a Best Practices report of comparable communities, a summary report on the Community Survey. Next on the schedule is a series of Stakeholder Interview meetings. We have 45 to 50 participants committed to these meeting next week that include people from the pedestrian and bicycle community, UNL campus commuters, neighborhood groups, StarTran board members, the State Offices and the business community. The Oversight Committee is working on developing the vision statements based on this information. They will also set goals and the program evaluation criteria and framework.

Esposito asked if they are developing best practices. Brienzo stated that they are looking at cities comparable to Lincoln, three are cities from the Big Ten conference.

9. Other topics for discussion

There being no further business, the meeting was adjourned at 2:39 p.m.

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