

MEETING RECORD

NAME OF GROUP: TECHNICAL COMMITTEE MEETING

DATE, TIME AND PLACE OF MEETING: November 6, 2014, 1:30 p.m., Room 113, County-City Building, 555 S. 10th Street, Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: Pam Dingman-County Engineer, Miki Esposito-Director of Public Works & Utilities, Marvin Krout-Director of Planning, Michael Davis-StarTran, Roger Figard and Randy Hoskins-Public Works Engineering Services, Tom Goodbarn-Nebraska Dept. of Roads, Terry Genrich-Parks & Recreation, Wynn Hjernstad-Urban Development, Jim Wilkinson-Nebraska Dept. of Roads, Gary Bergstrom-Health Dept., Kellee Van Bruggen-Planning Dept. and Barb Fraser-Pedestrian & Bicycle Advisory Committee. Scott Tarnish-StarTran; Kaine McClelland and Brad Zumwalt-Nebraska Dept. of Roads, Mike Brienzo and Teresa McKinstry-Planning Dept.

Chair Marvin Krout called the meeting to order and acknowledged the posting of the Open Meetings Act in the room.

Krout then requested a motion approving the minutes of the meeting held May 22, 2014. Motion for approval made by Figard, seconded by Dingman and carried 9-0: Dingman, Krout, Davis, Figard, Goodbarn, Hoskins, Genrich, Hjernstad and Wilkinson voting 'yes'; Schroeder and Van Bruggen abstaining; Esposito absent at time of vote; Cary and Wood absent.

REVIEW AND ACTION ON PROJECT SELECTION TASK FORCE RECOMMENDATIONS ON THE PROPOSED PROGRAM OF PROJECTS FOR THE FEDERAL TRANSIT ADMINISTRATION SECTION 5310 PROGRAM, ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES. ACTION INCLUDES AMENDING THE FY 2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM, TO ADD THESE PROJECTS AND FUNDING:

Mike Brienzo explained that last year the Section 5310 program was reformed and we were required to designate a program recipient. The Lincoln urban area is to receive funds of \$190,042.00 for use in the FY 2014-15 program of the new Section 5310 Enhanced Mobility Program. Nebraska Dept. of Roads (NDOR) agreed to be the designated recipient to administer the program. It was signed off by the Federal Transit Administration (FTA). It was decided to use the same process we have been using. We received five applications for various projects. Lincoln Area on Aging requested funds for two small buses and operating assistance. Tabitha requested funds for a small bus. The League of Human Dignity requested funds for purchases of services. Region 5 Foundation requested funds for two minivans. Madonna Foundation requested funds for purchasing technology and a laptop or computer type device. Even though their estimated cost for operating assistance was a little over \$185,000.00, there is a cap on

operating systems of \$4,000.00. In terms of operating systems, it is a 50 percent match. The agencies are well aware of this. With the amount of funding that is available for this program, we are allocating almost \$190,000.00. There will be a new round of funding available next year. \$180,000.00 has been programmed for next fiscal year. We are working with NDOR and trying to get those funds out as soon as possible. We will send out for new requests in January or February of 2015. Anyone who didn't get in on this round, can reapply. This recommendation of projects will be included in the Transportation Improvement Program (TIP).

Figard would like an explanation of what is provided in the purchase of services for League of Human Dignity. Brienzo replied this is the same program they've had for five years. They use the funds to purchase a ride for people in their program, such as handicapped, for evening service or services outside normal operation hours. They also do some contracting with ServiCab. Transport Plus might be able to help as well.

Brienzo stated that Brian Praeuner, Wynn Hjermstad, Mike Heyl and Wayne Masek deserve a big thank you for their review and in preparing their work on this recommendation. This Task Force works well together which makes this easy. Jason Varga is also a member of the Project Selection Task Force.

Dingman would like clarification of the difference between purchase of service and operating assistance. Madonna contacted her. For a number of years, Madonna received assistance through a program which no longer exists and they are now focused on this program. Brienzo explained that Madonna has a fleet of buses that they manage and the funds they requested for purchase of services is to incorporate new technologies into their management of this scheduling of services. There has been a debate over the last year with how to provide Madonna with additional operating funds. Due to this discussion, they have found a lot of inefficiencies in their program and found that new scheduling techniques will provide them the help they need to get them back on track. Madonna will put this new technology to work in their operations and will have another funding opportunity in the spring of 2015. We have had a number of conversations and they are not out of the loop.

Krout understands NDOR sets the program limits for operation funding assistance. Brienzo stated that NDOR sets the \$4,000.00 cap, and this is a fairly common amount for operating expenses, support staff, oil changes, etc.

Krout noted that they have opportunities to think about restructuring their program.

ACTION:

Esposito moved approval of the Task Force recommendations on the proposed program of projects for the FTA Section 5310 Program, and amending the FY 2014-2017 TIP, seconded by Bergstrom and carried 12-0: Dingman, Esposito, Krout, Davis, Figard, Goodbarn, Hoskins, Genrich, Hjermstad, Wilkinson, Bergstrom and Van Bruggen voting 'yes'; Cary and Wood absent.

REVIEW AND ACTION ON REVISIONS TO THE FY 2015-2017 TRANSPORTATION IMPROVEMENT PROGRAM:**a) City of Lincoln: South 56th Street (CN 13089), #HSIP-77-2(161), funding revisions.**

Brienzo stated that the first proposed revision is for City of Lincoln. This fiscal year is City funds added to the program and converted in 2015-2016 program back to Federal funds. Other projects are already in the program which will be converted next fiscal year. *US-77-BNSF Viaduct* needs to be removed from the description, this was a typographical error.

b) City of Lincoln, StarTran: Program funding revisions.

Brienzo stated that this revision is for the purchase and finance of full sized buses.

Michael Davis stated that due to grants, they are reallocating when buses are being purchased. Driver simulators will be purchased as well. They will be able to purchase five buses in 2015 that was going to be in 2016.

Brienzo inquired if the Federal funds are all the same grant. Davis replied no additional grant funding is needed.

Esposito wondered if any language specifies Gillig buses. Scott Tarnish replied those are the buses to be replaced.

c) Nebraska Department of Roads: Add FTA Section 5310 Program of Projects for Lincoln MPO Planning Area.

Brienzo stated that the Section 5310 projects were just reviewed. This is the TIP portion which states that 80 percent is Federal funds and 20 percent is capital project. It is 50/50 federal and local for operating assistance.

d) City of Lincoln Trails: Cavett Elementary Grainger Connector (CN 13079), #ENH-55(172), Program funding revisions.

Brienzo stated that this would add funds to the Cavett Elementary to Grainger connector. We are adding funds through the combination of TAP funds and local match. The right-of-way purchase will be 80 percent Federal and 20 percent local.

Genrich added that this will be on LPS property. We will have to pay for right-of-way from Lincoln Public Schools, and a little additional for the trail. This project started out as an enhancement project.

Brienzo stated that when we program the TAP funds, we aren't always clear where they were coming from. This is assuming Beal Slough will follow being obligated in 2017-2018. That project will use all four years of those funds.

ACTION:

Figard moved approval of revisions to the FY 2015-2018 TIP as proposed, seconded by Davis and carried 12-0: Dingman, Esposito, Krout, Davis, Figard, Goodbarn, Hoskins, Genrich, Hjermstad, Wilkinson, Bergstrom and Van Bruggen voting 'yes'; Cary and Wood absent.

BRIEFING ON THE LINCOLN MPO TRAFFIC MODEL UPDATE AND 2040 LONG RANGE TRANSPORTATION (LRTP) UPDATE AND SCHEDULE

Brienzo stated that the last full Long Range Transportation Plan (LRTP) update took place in December, 2011. Based upon Federal regulations, the LRTP is to be updated on a five year cycle. We are getting close to the end of that cycle and the five-year target to have the update in place is December of 2016. In order to meet this timeframe, we need to work through some planning issues in preparation for this deadline. We are working on a program that will incorporate new MAP-21 requirements into the update. This will include the development of new performance tools for system analysis and fresh programming tool. This will allow the LRTP to better link to the TIP. This will allow staff to sit down with the Tech Committee every year in a review of the LRTP. We believe the current process the process is working well but we have been given a new agenda. We expect it will take approximately 6 months to update the model so we can develop a GIS link to a programming process. We need to identify transportation demand, adopted congestion management strategies, pedestrian walkway issues, bicycle transportation facilities, and include design concepts and enhancements to the multi-modal evaluation. He believes we have a very good land use plan to start with. He also believes we have a very solid policy in place. Map-21 increased emphasis on performance management and we need to see how we can coordinate this aspect of transportation planning with GIS. We will be contracting for a consultant to help us with this program. This will utilize our federal PL Funds. This project will carry over into the 2015-2016 planning program as well. We will use an oversight committee drawn from the Technical Committee for this project. We would like everyone on the Technical Committee to provide dedicated staff. We will not only look at transportation, but air quality and environmental issues. As identified in the MAP-21, transit is going to have a significant seat at the table in terms of performance. It should be noted in the management plan has committee members identified by department. We are looking for representatives from Planning Dept., Public Works Engineering and StarTran, Parks, Urban Development, Dept. of Roads and County Engineering. We will be looking at the County plan as well. We will be making the rounds to form a committee and identify a consultant. We have a lot of good GIS staff at the Planning Dept., Public Works and the County Engineers office. We will be looking for an engineering or planning firm to contract with. Managing the use of Federal funds will be a major piece of this project. We will be working with MPO administration throughout this project so the final produce will not be a surprise. This should be a team effort.

Jim Wilkinson wanted to know when the process will start. Brienzo replied that staff is working on the process and a Request For Proposals (RFP). Krout stated that we are hoping to have something on the street by the end of the year. Brienzo believes we have a process that works,

he would hope by the end of the year as well. We could be reviewing proposals the first of next year. Brienzo stated that once our committee selects a qualified consulting firm, we can begin the process of negotiation.

Krout stated that we are also matched with the parallel process of updating the Comprehensive Plan. The Map-21 program is supposed to end this spring. The new Congress will be wrestling with a new direction for transportation that we will need to take into consideration. We are still waiting on performance standards and other information. We will probably start debating the successor to Map-21. Brienzo believes that more than likely, the five year cycle will still be in place.

There being no further business, the meeting was adjourned at 2:25 p.m.

tm/mb

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