

MEETING RECORD

NAME OF GROUP: TECHNICAL COMMITTEE MEETING

DATE, TIME AND PLACE OF MEETING: February 20, 2015, 10:00 a.m., Conference Room 303, County-City Building, 555 S. 10th Street, Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: David Cary-Acting Director of Planning, Pam Dingman-County Engineer and Miki Esposito-Director of Public Works & Utilities; Pam Dingman-County Engineer; Ron Neal-County Engineering; Brian Praeuner-StarTran; Kris Humphrey-Public Works & Utilities; Tom Goodbarn and Noel Salac-Nebraska Dept. of Roads; Randy Hoskins-Public Works & Utilities; Terry Genrich-Parks & Recreation; Gary Bergstrom-Health Dept.; Kellee Van Bruggen-Planning Dept.; Gary Bentrup-Pedestrian & Bicycle Advisory Committee; Kaine McClelland, Jeff Soula, River Hwang and Raitis Tigeris-Nebraska Dept. of Roads; Chris Soenksen-Iteris, Inc.; Rick Haden-Felsberg, Holt & Ullevig; Mike Brienzo and Teresa McKinstry-Planning Dept.

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

Esposito then requested a motion approving the minutes of the meeting held November 6, 2014. Motion for approval made by Cary, seconded by Goodbarn and carried 9-0: Bergstrom, Cary, Esposito, Genrich, Goodbarn, Hoskins, Humphrey, Salac and Van Bruggen voting 'yes'; Dingman, Neal and Praeuner absent at time of vote; Haring and Landis absent.

REVIEW AND ACTION ON REVISIONS TO THE FY 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM:

Mike Brienzo stated that there are several amendments to the TIP to review today. First he would like to withdraw three Items c) Superior Street project, d) Old Cheney Road project and e) North 27th Street from the agenda. These are three rehab and resurfacing projects that Public Works has decided to take in a different direction. He would also like to add a new item for Pioneers Park Trail Phase 3 project.

a) Nebraska Department of Roads: N-2 – Lincoln to Syracuse: resurface and widen shoulders, 26.7 miles (C.N. 13263 HSIP – 2-6 (123), funding revisions

Brienzo stated that the first amendment item being proposed are funding revisions for the Dept. of Roads Highway 2 project. They need to make adjustments to the funding, from federal National Highway funds to federal Safety funds.

ACTION:

Cary moved approval of: a) Nebraska Department of Roads: N-2 – Lincoln to Syracuse: resurface and widen shoulders, 26.7 miles (C.N. 13263 HSIP – 2-6 (123), funding revisions, revisions to the FY 2015-2018 Transportation Improvement Program, seconded by Hoskins and carried 12-0: Bergstrom, Cary, Dingman, Esposito, Genrich, Goodbarn, Hoskins, Humphrey, Neal, Praeuner, Salac and Van Bruggen voting ‘yes’; Haring and Landis absent.

- b) City of Lincoln: South 56th Street, Shadow Pines Dr. to Old Cheney Rd. (CN 130141), #LCLC-5241, funding revisions; and**
- c) City of Lincoln: Add Citywide Pedestrian Countdown Signal Head Replacement project to install pedestrian heads throughout the City.**

Brienzo stated that these two amendments are for City of Lincoln Public Works projects that will be programmed with Federal funding. The 56th Street project funding is being adjusted to use advanced construction funds which are funding tools that allows this project to move ahead with City funds. There is the potential for replacement of City funds with Federal funds as these become available. The other City project for the Pedestrian Countdown Signal Head Replacement Program is being added with Federal Highway Safety funds. This will add the list of potential replacements and additions to the appendix. This a new funding package coming from a combination of Federal Highway Safety funds and local funds. It will be 80 percent Federal and 20 percent local.

ACTION:

Hoskins moved approval of: b) City of Lincoln: South 56th Street, Shadow Pines Dr. to Old Cheney Rd. (CN 130141), #LCLC-5241, funding revisions; and c) City of Lincoln: Add Citywide Pedestrian Countdown Signal Head Replacement project to install pedestrian heads throughout the City, revisions to the FY 2015-2018 Transportation Improvement Program, seconded by Van Bruggen and carried 12-0: Bergstrom, Cary, Dingman, Esposito, Genrich, Goodbarn, Hoskins, Humphrey, Neal, Praeuner, Salac and Van Bruggen voting ‘yes’; Haring and Landis absent.

- d) City of Lincoln, Parks & Recreation: Add Pioneers Park Trail Phase III to extend the existing trail in Pioneers Park to the western edge of the park.**

Brienzo stated that the initial phases of this project started in 2011-12. Terry Genrich from Parks & Recreation has been working on the funding this final phase.

Terry Genrich stated that this trail has a combination of surfaces such as concrete and crushed limestone and bridges. This is being funded with Recreational Trails Program (RTP) funds and received approval from the Games and Parks Commission last month. The completion date for this project is August, 2016. The Commission needs to have the funds for preliminary engineering obligated as soon as possible.

Brienzo stated that this is being programmed for this fiscal year in order to obligate these funds now, but construction will carry over into 2015-2016. Game and Parks Commission manages the federal Recreational Trails Program (RTP) funds.

ACTION:

Goodbarn moved approval of: d) City of Lincoln, Parks & Recreation: Add Pioneers Park Trail Phase III to extend the existing trail in Pioneers Park to the western edge of the park, revisions to the FY 2015-2018 Transportation Improvement Program, seconded by Cary.

David Cary stated that this is a great project to get funded and a needed improvement to the trail system. Each of these projects are moving forward to Officials Committee. These are all great projects.

Motion for approval carried 12-0: Bergstrom, Cary, Dingman, Esposito, Genrich, Goodbarn, Hoskins, Humphrey, Neal, Praeuner, Salac and Van Bruggen voting 'yes'; Haring and Landis absent.

LINCOLN STARTRAN TRANSIT DEVELOPMENT (TDP) UPDATE:

Brian Praeuner stated that the Lincoln StarTran Transit Development Program Update is underway. The industry standard is to update the TDP every 5 years. We are a little behind. Our study process started in January of 2015. A consultant has been obtained, Nelson Nygaard and we are pleased with the selection. This is a major review which will be a year-long study. We hope to have it completed in December of this year. Any changes to the StarTran system would go into effect in May of 2016. The first public meeting for this study is in April. Some of the tasks will be developing a peer analysis. This is for validating different network designs and developing some transit alternatives. We are generating a lot of ideas. The consultants will be providing a blueprint. We will also be looking at bus stops and StarTran is exploring a change to the designated stops. We expect these changes will make it easier for operations. We also expect to be updating the service standards and policies. These standards and policies haven't been looked at for a while. They are looking at upgrades for new or adjusted services. This involves a lot of public outreach and surveying riders. This should be starting next month with an interactive website. Project funding comes from Federal FTA funding. MPO funds and State funds are also supporting this study. In 2007, the Planning Dept. was heavily involved. It will be no different in this case.

Brienzo added that timing is important. Planning will be basing the Transit element of the updated LRTP on this study.

LINCOLN MPO TRAFFIC MODEL UPDATE AND 2040 LONG RANGE TRANSPORTATION PLAN (LRTP) UPDATE:

Brienzo stated that a RFP for this project was initiated on Dec. 5, 2014. We obtained a list of proposals for the complete update project, including the Traffic Model, GIS Analysis Tools and

LRTP. We want to update the transportation model and become more interactive in our use of GIS analysis tools. This will be used in performance based planning and programming activities. We will allow us to have more visuals for planning projects and the annual programming of projects. Reviewing the model is the first step. It should begin this spring. Then the first planning activities will be to review the goals and objectives. A 12 member oversight committee has been identified representing the MPO. This includes members or representatives from the Technical Committee. Our RFP yielded four proposals. The oversight committee reviewed these proposals and made recommendations for interviews. Five members of that body interviewed the applicants. A decision was made and was forwarded to the project coordinator at the Nebraska Dept. of Roads. Since this projects will be using federal planning funds, NDOR has oversight. Our consultant selection is subject to their notice to proceed, we had hoped to have it by now or by the end of today. The selection committee found Felsberg, Holt & Ullevig to be the top candidate with a very good overall project team and experience. The consultant is primarily located in Denver, but has an office in Lincoln as well. The Deputy Project Manager is Rick Haden is here today. We don't have an actual notice to proceed yet, so this is a tentative selection. As soon as we get the notice, we want to start the process of developing a project plan. That will also include a scope of services and staffing requirements. This is a very experienced team. They have their own GIS specialists. This was incentive for us is the selection. Our GIS staff will be able to work with directly with theirs to make sure we have all the tools in place. One thing we want is to develop graphic tools that non GIS practitioners can use. This will be available to all staff.

Esposito would like Haden to address their plan for public engagement. Rick Haden responded that they will be identifying what the needs are, in the future. We will solicit ideas from the public. Then we will parallel that with be the modeling. We can incorporate the GIS more into the models, so when we do go out for models, we have something that ordinary citizens can identify. We are very much interested in paralleling StarTran's plan. We have a Transit planner on staff that will make sure this is addressed.

Brienzo stated that JEO Engineering is also involved. Haden added that JEO is a member of the team. There are different items that they complement us on. They are a good match for us.

Cary finds it really exciting for this project to get going. With the staff and consultant, he thinks this will end up being the best plan to date.

OTHER TOPICS FOR DISCUSSION:

- **Ozone Standard**

Bergstrom stated that the EPA is proposing to reduce the ozone standard. He feels this is an unusual move to not actually propose a standard. They are proposing a 60 to 70 parts per billion. They are taking comments on the entire range. He believes they are looking at around the 65 range. If it is set at 70, Omaha will most certainly be a non-attainment zone. At a meeting last fall in Omaha, it became clear that if Omaha was named a non-attainment zone, they would be looking more closely at Lincoln's contribution. We don't feel that exists. Lincoln

has been named one of the cleanest ozone cities in America for the last 10 years by the American Lung Association. This may not matter. We could become part of a non-attainment zone, along with Omaha. There are no guarantees, but it has been pointed out that it is a possibility. Every time we talk to the EPA representative, there is more of a feeling that we are contributing. We maintain a monitor in Davey, Nebraska. We may be looking to do some exploratory monitoring, perhaps in Waverly, Nebraska. Part of the plan has been to maintain quality assurance air standards.

Brienzo added that we reevaluate our air quality through the planning process. Planning will work with the Health Dept. on the potential effects to the LRTP.

Dingman stated that Chris Schroeder has been in contact with County Engineering. Health is looking at the County Engineer's Waverly yard for air quality sampling. We also have some other locations you might want to consider.

Justin Luther stated that you might want to consider talking to the DEQ. It looks like this could be a potential change in 2020-2021.

Bergstrom stated that it something to be mindful of. Dingman thinks it would be wise to get another data point.

Brienzo knows that MAPA is concerned. They have been meeting to discuss van pools and car pools. They would like to see something set up for travel from Omaha to Lincoln. They think car pools would initially be more valuable to Lincoln. They are talking about what is possible and what funds are possible.

Bergstrom stated that it used to be more common where you would see a phase two filling station. You don't see that now because of the way cars are designed. With ozone, it is a really tricky pollutant. It is not directly emitted. There are lots of compounds. There are dispersion models available. Trying to model an entire city and county would be nearly impossible. We are the delegated authority for large and small sources. There would probably be some impact to current and new sources with what they could do in regard to emitting. Reductions would have to be made. It depends on how the implementation plan is designed. There is a varying severity for non-attainment. As you rise higher in severity, there are more and more restrictions that are imposed. To their credit, there has generally been a long term downward trend in emissions in Lancaster County.

Cary believes it might be useful to have a little more information on what the possibilities are. The focus of the MPO and TIP project, the scrutiny and process to get to point of construction is more rigorous. This could really have an impact. It would be helpful to have a better understanding. The MPO could be impacted with what projects can move forward and how.

Brienzo remembers non-attainment back in the 70's. The effects were lingering. There is significant work that has to be done to resolve the issues. A lot of things took place to evacuate an area that had environmental pollution issues. Technology has changed quite a bit since

then. This does have the potential to tie up the TIP. Funding has to go to resolving the air quality problem.

- **Bicycle and Pedestrian Safety Assessment**

Van Bruggen is working with the Federal Highway Administration on a Bicycle and Pedestrian Safety Assessment. The study will be done sometime this spring. They decided to review 27th Street from Holdrege to A St. The review should be done June 1, 2015.

Esposito asked if Van Bruggen would be willing to give the Technical Committee a briefing on this in the future. Van Bruggen would be happy to.

There being no further business, the meeting adjourned 10:50 a.m.