

## MEETING RECORD

**NAME OF GROUP:** PLANNING COMMISSION

**DATE, TIME AND PLACE OF MEETING:** Wednesday, May 7, 2014, 1:00 p.m., Hearing Room 112 on the first floor of the County-City Building, 555 S. 10<sup>th</sup> Street, Lincoln, Nebraska

**MEMBERS IN ATTENDANCE:** Michael Cornelius, Chris Hove, Jeanelle Lust, Lynn Sunderman, Tracy Corr, Cathy Beecham, Maja V. Harris and Dennis Scheer (Ken Weber absent); Marvin Krout, David Cary, Mike Brienzo, Sara Hartzell and Jean Preister of the Planning Department; other Department representatives; and other interested citizens.

**STATED PURPOSE OF MEETING:** Special Public Hearing  
**Planning Commission Review Edition of the FY2014-15 thru 2019-20 Capital Improvements Program (CIP); the FY2015-2018 Transportation Improvement Program; and amendment to the Lincoln Metropolitan Planning Organization (MPO) 2040 Long Range Transportation Plan (LRTP)**

Chair Jeanelle Lust called the meeting to order and acknowledged the posting of the Open Meetings Act in the back of the room.

The Clerk then called the first public hearing.

**THE PLANNING COMMISSION REVIEW EDITION OF THE CITY OF LINCOLN'S DRAFT SIX YEAR CAPITAL IMPROVEMENTS PROGRAM (CIP) FOR FY 2014-15 - 2019-20.**

**PUBLIC HEARING BEFORE PLANNING COMMISSION:**

May 7, 2014

Members present: Corr, Beecham, Cornelius, Hove, Harris, Scheer, Sunderman and Lust; Weber absent.

Staff recommendation: A finding of full or general conformance with the 2040 Comprehensive Plan.

Ex parte communications: Harris disclosed that she had a conversation with Pat Leach, Library Director, and asked, given the Library's past interest in Pershing, if the Library Board had taken a position on the demolition of Pershing, and they have not.

Staff presentation: **Sara Hartzell of Planning staff** gave a brief overview of the general purpose of the Capital Improvement Program and today's hearing. She pointed out that the Planning Commission did have a briefing on the CIP, TIP and LRTP amendment on April 30, 2014, at which many of the Commissioner's questions were answered and discussion took place so there may not be as many discussion points today.

The Capital Improvement Program, or CIP, provides a multi-year list of proposed capital expenditures for the City and is one of the most important responsibilities of municipal government. This program attempts to set funding strategies not only for the next two fiscal budget years, but also to project future needs for major construction projects and land acquisition. The City constantly looks ahead to consider how it will improve major items such as roads, utilities, police and fire stations, parks, libraries and other community buildings for the people of Lincoln. Capital expenditures are viewed not only in the context of how much the project will cost, but also what impact the project will have on the City's operating budget. Capital improvements are projects that generally have a useful life of fifteen or more years that maintain, upgrade or replace public infrastructure and public service-providing facilities. It should be noted that due to some federal planning requirements, some projects included in the CIP may not necessarily meet the desired fifteen year life-span, but the project may need to be included in the local capital planning document to qualify for federal funding.

The CIP is not intended to be an all-inclusive inventory of the City of Lincoln's capital needs for the upcoming six years. It is a document that outlines planned capital improvements given available financial resources.

The Lincoln City Charter assigns responsibility for assembling the City's annual six-year CIP to the City's Planning Department. This process involves coordinating the assessment of the City's capital needs across more than a dozen different departments and agencies. Each City department assesses its capital needs and creates an improvement program for a six-year period. The individual capital project requests are submitted to the Planning Department and assembled into a single document that becomes the CIP. Each project is evaluated for conformity with the City-County Comprehensive Plan along with the most recent funding projections and revenue calculations.

Lincoln's six-year CIP is updated every two years in the winter, when City departments prepare their proposed capital improvement program. The Mayor's Capital Improvement Advisory Committee (CIAC) guides the development of the document. A great deal of effort and work is done by dozens of staff members across city departments to develop this program and their efforts are appreciated.

Per the City Charter, the CIP is reviewed for conformity with the 2040 City-County Comprehensive Plan by the Planning Commission. The Planning Commission makes a recommendation as to conformance with the Comprehensive Plan and that recommendation, along with public testimony, is passed on to the Mayor and City Council for consideration in budget discussions over the summer. Years 1 and 2 of the CIP become the Capital Budget for fiscal years 2014/2015 and 2015/2016.

Today, each section of the CIP will be called for public hearing. Representatives from departments are here to answer detailed questions, if necessary.

The Clerk then called each section of the CIP for public hearing, and Hartzell provided an overview of each Department's CIP:

### **FINANCE DEPARTMENT**

#### **Pershing Auditorium**

The Finance Department's capital improvements program submittal this year reflects the sunseting of Pershing Auditorium. The proposed capital improvements program includes funding for the demolition of the structure, including remediation of asbestos and the possible salvage of some building materials and/or features of the structure. This is for the removal of the structure itself and not the redevelopment or sale of the property. Should those actions take place in the future the project would come before this body again.

*The Pershing Auditorium CIP project is found to be in general conformance with the Comprehensive Plan.*

There was no other public testimony.

### **PUBLIC SAFETY**

#### **Lincoln Police Department**

Hartzell explained that the 911 Communication Department has been fully integrated into the Lincoln Police Department and is included in the Police Department's CIP.

The proposed capital program for the Police Department involves five projects: a study and construction of a new Team Assembly Station, construction of a new LPD Garage-Maintenance & Repair Facility, a new P25 Radio System upgrade, and a relocation and

expansion of the Emergency Communications 911 Center. All projects are planned for general obligation bond funding.

*All of the projects included in the Lincoln Police Department CIP are found to be in general conformance with the Comprehensive Plan.*

There was no other public testimony.

### **Fire & Rescue Department**

Lincoln Fire and Rescue Department's proposed CIP submittal includes six projects. These projects involve two new fire stations, two relocated fire stations, a general fire station modification and repairs program, and the use of the Municipal Services Center for training and administrative needs. Funding is primarily through GO Bonds with the MSC project being funded by Lease Purchase Financing.

*All of the projects included in the Fire Department CIP are found to be in general conformance with the Comprehensive Plan.*

There was no other public testimony.

### **LINCOLN CITY LIBRARIES**

The Lincoln City Libraries program includes eight projects in the six year CIP. The largest single project is the proposed replacement of the Bennett Martin Library with a new Headquarters Library in FY 19/20 using a planned General Obligation bond issue and Other Financing likely to include private funds. Using General Revenue funding, needed roof and carpet replacement at Anderson and Gere Branches is planned, the Bethany Branch roof, and heating/cooling and carpet replacement projects in Bennett Martin Library.

*All of the projects included in the Library CIP are found to be in conformance or in general conformance with the Comprehensive Plan.*

Harris asked Hartzell to explain why we need the improvements for Bennett Martin even though there is a new main library in the CIP. Hartzell explained that the Bennett Martin building is not anticipated to be destroyed. It may be used for another city department or leased or sold to a private individual. We want to make sure the building is cared for and that the major main projects are done so that it does not lose value over time.

There was no other public testimony.

### **LINCOLN ELECTRIC SYSTEM**

The Lincoln Electric System's proposed \$282 million capital program embodies a substantial investment in electrical power supply and distribution for the community over the six-year period. This year's program plans for 12,000 new customers over the 6 year period. Major projects include a new Service Center in the southern area of the City. Underground distribution, with the majority going to new residential and commercial development, new transformers and meters, extensions, rebuilds, relocations, and power supply investment in the Laramie River Station account for the largest portions of the program.

*The Lincoln Electric System CIP is found to be in general conformance with the Comprehensive Plan.*

There was no other public testimony.

### **URBAN DEVELOPMENT**

The Urban Development Department's proposed CIP includes nine projects. Funding for the program consists of Community Improvement Financing (Tax Increment Financing), Community Development Block Grants, General Revenue funds, and User Fees. Public parking program projects (ongoing repairs, lighting and elevator improvements, and new facilities) comprise a majority of Urban Development's CIP. Also included in the Urban Development Department's capital program in the first year are the 11<sup>th</sup> Street Corridor project, 8<sup>th</sup> Street Improvements, Downtown Lighting Project, and Primary and Secondary Retail Corridor Improvements (P Street improvements). Ongoing annual efforts included are the Low to Moderate Income (LMI) Area Park Improvements program and the Downtown Street Tree Replacement program.

*The Urban Development CIP is found to be in general conformance with the Comprehensive Plan.*

Beecham asked Hartzell to address what kind of park improvements are anticipated. Hartzell stated that generally they look at playground improvements and work with the Parks Department. She believes that Urban Development is in charge of the determination of where those LMI areas are in targeting the parks.

There was no other public testimony.

## **PARKS AND RECREATION**

Proposed capital improvements to the City's parks and recreation system are projected to cost \$73 million over the six-year period. General Obligation (GO) bonds, general revenue, Keno funds, impact fees, tennis fees, and the Parks & Rec repair/replacement fund account, federal program funds, other financing (grants, donations, Lincoln Cares program, Two for Trees, and other sources) and unknown funding provide the majority of funds programmed for the CIP. Funds from private sources are also being shown for a substantial portion of the six year improvement program.

The current level of funding for Parks & Recreation does not fully support the needs for repair and replacement of existing park facilities and development of new and improved facilities to meet the need of community growth. An additional \$3 million per year shown in the Repair and Replacement and Select New Facilities project would fund repair and replacement needs based on life-cycle cost estimates, upgrade and improvement of major facilities and needed new facilities. At this time the source of this additional funding has not been identified. A general obligation (GO) "Quality of Life Bond Issue" request amounting to \$19.9 million is planned for FY 19/20 for various improvements to the Parks & Recreation system. Should the additional funding mentioned above be secured, the size of this bond request would likely be reduced.

*The Parks & Recreation CIP is found to be in conformance or general conformance with the Comprehensive Plan.*

There was no other public testimony.

## **PUBLIC WORKS AND UTILITIES**

### **StarTran**

StarTran's six-year, \$11.9 million proposed capital improvement program is funded largely through Federal transportation funding with \$8.0 million in funds, with the balance coming from City General Revenue funds and Special Reserves. The bulk of this capital program comes from the accumulation of funds for the replacement of 13 buses in FY 16/17, and the replacement of 15 buses in FY 18/19. No General Revenue funds are programmed in the first two years of this CIP.

*The StarTran CIP is found to be in conformance or general conformance with the Comprehensive Plan.*

There was no other public testimony.

### **Streets and Highways**

The Streets and Highways capital program proposed by Public Works & Utilities identifies a program totaling \$244 million over the six year programming period, an increase of approximately \$60.5 million from last year's CIP. These projects range from resurfacing projects to pedestrian facilities to system management programs to the construction of major new roadway facilities.

A variety of Federal, State and City revenues are utilized to fund the Streets and Highways program, including Impact Fees, City Wheel Tax revenues, State Highway Allocation gas tax funds, Railroad Transportation Safety District funds, and Federal transportation funds. The Public Works & Utilities Department anticipates project costs to increase faster than revenues over the next six years that will reduce the City's ability to meet the needs of the transportation system. There is additional funding as compared to the 2012 CIP in increased Wheel Tax and the State has approved LB84, the Build Nebraska Act, to direct revenue to roads. This additional funding on the State level will allow for the statewide expressway program to be continued including \$160 million for the South Beltway in Lincoln, and add to the Highway Allocation State gas tax revenues by dedicating a smaller amount of funding for local transportation needs.

The additional City Wheel Tax revenue is allowing for more Residential Rehabilitation and Intersection Improvement, arterial Roadway and Bridge Rehabilitation, and in the highest priority new street construction projects in this year's CIP. The Sidewalk Maintenance and Repair program additional funding has been programmed to the amount of \$1 million annually.

However, even with additional funding in this CIP, some of the needs are not being fully funded. As a result, a new project is in this year's Streets and Highways CIP that identifies this need for additional funding from a potential new funding source. This project is using an "Unknown" funding source at this point as it is not determined where the additional funds would come from at this time, but it is planned to provide \$7 million annually for streets and \$2 million annually for sidewalks beginning in Year 2 of the program.

Notable projects in the first two years of the program include the improvement of Yankee Hill Road from 70<sup>th</sup> to Highway 2, significant pedestrian improvements related to new Lincoln Public School sites in southeast Lincoln, use of federal funding in Year 1 to help the State complete its I-80 widening project in Lincoln that then provides a credit to Lincoln for its share of the South Beltway project in Year 6, completion of funding for the NW 48<sup>th</sup> Street widening project from O Street to Adams Street, beginning funding for widening Pine Lake Road from 61<sup>st</sup> to Highway 2, and segments of Rokeby Road from 40<sup>th</sup> to 48<sup>th</sup> and from 70<sup>th</sup> to 84<sup>th</sup> as eligible for use of impact fee revenues for design and construction of improvements.

*Projects in the Streets and Highways CIP are found to be in full or general conformance with the Comprehensive Plan.*

Hartzell noted there to be one comment from the public received by email relating to the West A Street Project, which is attached hereto as Exhibit "A".

Cornelius asked Hartzell to help him understand the process by which the unidentified funding source will be identified for sidewalk maintenance. **David Cary of Planning staff** clarified that Cornelius is referring to the two million dollars for sidewalks with unknown funding. Quite literally, this is a point in time where there have been discussions about the need for additional funding. What this is saying is that we are identifying the fact that there are far more needs than existing and planned revenues to meet those needs. In the Comprehensive Plan, there is a 15-year very aggressive effort on sidewalks. Cornelius thinks it sounds a little like what we have is an underfunding of these particular needs, and it's a little bit of a roundabout way to say that and still make a recommendation of conformance as opposed to saying we do not have the funding for that identified in the Comprehensive Plan. He has concerns about this and feels like his motion might be to amend, finding the sidewalk maintenance and repair project in conformance, contingent upon an identification of this funding source. Is that acceptable?

Cary believes the Commission is in the position to make that motion. But, he pointed out that two years ago, there was a similar discussion when the proposed CIP came forward for that program only showing \$500,000/year. We have now gotten to the point where we are saying we are going to get that to at least one million dollars per year. Cornelius then observed that every year, continually, there is a chronic underfunding for sidewalks and during every update he says the same thing. There was a Comprehensive Plan Update where we identified these needs and we're still not funding it. It seems underfunded and therefore not meeting the need identified in the Comprehensive Plan, and therefore not in conformance.

Lust then clarified that based on the needs for sidewalks, \$1,000,000 is underfunding at about only 1/3 of the needs to catch up. Cary stated that the Comprehensive Plan says the needs are \$2.5 million for the adopted Comprehensive Plan, so you would compare the \$1 million to \$2.5 million. Lust pointed out that that was two years ago. She assumes that over time the condition of the sidewalks has actually deteriorated further. Cary agreed. As more time goes on that it is not fully funded, the needs continue to grow. Lust asked whether there is any level of confidence that the projected funds would catch us up. Cary believes \$3 million over 15 years is the effort needed to get fully caught up, and then fully retain that to not get behind again.

There was no other public testimony.

### **Broadband Infrastructure**

The Broadband Infrastructure section of the CIP is appearing for the first time this year. Broadband Infrastructure covers City projects to replace, update and expand to support the Lincoln Technology Improvement System. Examples of projects include new and updated backbone conduit, innerduct, manholes, handholds, fiber optic cables and other equipment. The facilities are intended for public and private use. The funding source for these projects has not been identified.

*Projects in the Broadband Infrastructure CIP are found to be in general conformance with the Comprehensive Plan.*

Lust sought to clarify, for example, with the Parks and the sidewalks and now Broadband, when the Commission is finding something to be in general conformance with the Comprehensive Plan when we actually haven't identified the funding source, is the finding that the Planning Department is recommending contingent upon that funding being found? In other words, we are assuming the "wished for" funding comes along to make the project in conformance. Hartzell responded that there is a funding amount; we don't know where it will come from; but as the Mayor and Council work through the budget process, they will identify the funding sources; it would not be adopted in the budget without the funding source. Lust suggested that the recommendation could be a finding of conformance for the project, if you find the funding. Hartzell agreed.

Beecham wondered about the ramifications of a motion finding that it is not in conformance because it is not funded. Hartzell suggested that in the case of sidewalks and broadband, the City Council can still appropriate funds without having a finding of general or specific conformity. The only time that we have an issue with a finding of nonconformity is if federal funds are needed through the TIP program. The TIP is a fiscally constrained document and requires that the projects must have some level of conformity with the Comprehensive Plan.

There was no other public testimony.

### **Watershed Management**

The proposed Watershed Management CIP contains approximately \$28.3 million in improvements over the six year period. The passage of three general obligation (GO) bond issues (in FY 2015/16, FY 2017/18, and FY 2019/20) constitute the bulk of the funding for these improvements. The remaining watershed management funding includes Other Financing. Projects include Water Quality Projects, Stream Rehabilitation on Parks Property, Floodplain/Floodprone Area Engineering Projects, Urban Storm Drainage Projects, Implementation of Watershed Master Plan Projects, and the continued development of Comprehensive Watershed Master Plans.

*The Watershed Management CIP is found to be in full or general conformance with the Comprehensive Plan.*

There was no other public testimony.

### **Street Maintenance Operations**

The Street Maintenance Operations CIP includes a New Portland Cement Silo at 3200 Baldwin Ave., Fleet Services Shop bridge crane, and replacement of existing Gasboy Fuel Management system, all using General Financing. Additional General Financing is used for a Master Planning Study for a common use maintenance facility in the southern part of the City which may be shared with one or more City divisions. A regular Facility Repairs program is planned for each year using a combination of General Financing and Other funds. This program would maintain and repair the 3200 Baldwin Street and 3180 South Street facilities as well as the Municipal Services Center.

*The Street Maintenance Operations CIP is found to be in general conformance with the Comprehensive Plan.*

There was no other public testimony.

### **Water Supply and Distribution**

The proposed Lincoln Water System CIP contains approximately \$101.7 million in water supply, treatment, storage and distribution improvements over the six-year period. The CIP has been prepared based upon information and recommendations contained in the 2040 Comprehensive Plan and the Lincoln Water System Facilities Master Plan. This proposed CIP assumes a 3% increase in water utility revenues in the first two years and a 5% increase in each year of the program thereafter.

Continued in this year's program is general programming of projects intended to serve growth in the community. A total of \$10.3 million in Utility Revenues is programmed for specific improvements associated with new growth in the 6 year CIP period. And an additional \$9.3 million is shown for projects that may not have been identified as yet, or may be identified as having a "To Be Determined" funding timeline. Of the above mentioned \$9.3 million, \$250,000 per year is designated for an economic development project fund. The Selected Main Replacement and Infrastructure Rehab programs show funding increasing over the 6 year period at a rate which will better address these needs.

*The Water Supply and Distribution CIP is found to be in general conformance with the Comprehensive Plan.*

There was no other public testimony.

### **Wastewater**

The proposed Lincoln Wastewater CIP contains approximately \$67.7 million in projects. The CIP has been prepared based on information and recommendations contained in the 2040 Comprehensive Plan and the adopted Lincoln Wastewater Facilities Master Plan. Funding sources for projects include Revenue Bonds, Utility Revenues, and Impact Fees. This proposed CIP assumes a 3% revenue increase in wastewater utility revenues in the first two years and 5% in each subsequent year of the program.

Continued in this year's program is more general programming of projects intended to serve growth in the community. A total of \$10.6 million in Impact Fees, Revenue Bonds and Utility Revenues is programmed for these projects in the 6 year period, \$250,000 of which is specified each year for an economic development fund. Specific funding for projects is identified for those with a construction date already determined, and will be identified as planning and need become more apparent in future years.

The Selected Repair/Replacement of Wastewater Facilities/Collectors program is funded at \$10.7 million over the 6 years of the program. Of note are anticipated NPDES Nutrient Removal studies at both Theresa Street and the Northeast Treatment Plants in the later years of the CIP. With this CIP, all developer commitments through annexation agreements are being met.

*The Wastewater CIP is found to be in full or general conformance with the Comprehensive Plan.*

There was no other public testimony.

### **Solid Waste Operations**

Proposed capital improvements for the Solid Waste Operations program include projects related to the Bluff Road Sanitary Landfill, the North 48th Street Landfill and Transfer Station, and the Solid Waste Management System. The CIP totals approximately \$16 million over the six-year period which is a decrease of almost \$10 million from last year.

Notable projects include liner and leachate collection systems for new phases and final caps for older phases of the Bluff Road landfill, Access Roadway Repair, Maintenance Building Expansion and Site Maintenance at the Bluff Road Landfill, Recycling Drop-off Maintenance and Improvements, closure of the North 48<sup>th</sup> Street landfill and a study of a possible new Waste Transfer/Eco Park as recommended by the Solid Waste Master Plan Advisory Committee.

*The Solid Waste Operations CIP is found to be in general conformance with the Comprehensive Plan.*

There was no other public testimony.

Discussion:

**Cary** appeared to make a clarification about the CIP for sidewalk maintenance and repair. He suggested that the one thing to think about when looking at the conformity of the projects, when you look at the financially constrained plan for transportation, the sidewalk program is identified at \$1 million. A lot of the programs throughout the CIP are not going to meet the needs, but the financially constrained plan includes the \$1 million.

**PROPOSED AMENDMENT TO THE  
LINCOLN MPO 2040 LONG RANGE TRANSPORTATION  
PLAN (LRTP) CONCERNING THE LINCOLN SOUTH BELTWAY.  
PUBLIC HEARING BEFORE PLANNING COMMISSION:**

May 7, 2014

Members present: Corr, Beecham, Cornelius, Hove, Harris, Scheer, Sunderman and Lust; Weber absent.

Staff recommendation: Approval.

Staff presentation: **Mike Brienzo of Planning staff** advised that this LRTP amendment is a proposal by the Nebraska State Department of Roads (NDOR) to amend the Lincoln Metropolitan Planning Organization (MPO) LRTP and supporting Technical Report to show the Lincoln South Beltway project as a priority project by moving it from the listing of Unfunded State Projects to the list of Committed State Projects (funded) and revising the fiscally constrained project listing of the MPO Roadway Projects in the Transportation Plan.

Brienzo stated that the project has been and continues to be coordinated with the City of Lincoln and Lancaster County, and both agree with the NDOR proposal to amend the LRTP at this time. This is to identify the Lincoln South Beltway project as a priority project in the fiscally constrained road projects.

Brienzo further stated that there is a long history of this project, dating back to the 1970's. The concept has undergone a number of variations but at this time, the NDOR has assumed it as an alternative route for Nebraska Highway 2. NDOR has been provided state funding through the Build Nebraska Act, and this, coupled with some federal funds and local funds, makes the development possible.

Jim Wilkinson from Project Planning at NDOR was in attendance to answer questions.

Lust commented that the briefing provided last week was very comprehensive, thus the lack of questioning at this time.

Harris inquired as to the most recent public input process on this project, in that the South Beltway has been in the works for a long time. Brienzo advised that the project was revived last year to update the Environmental Impact Statement, and that was open to public review in June as the study was re-started. The environmental review is now underway and we would expect it to take another six to eight months; then that is handed off to Federal Highway Administration for their review as well as other federal agencies. It is anticipated that there will be more public meetings on the project itself to take place later this year in the fall. Once the environmental document is completed and approved, the project will undergo design and full construction. At this time, construction is anticipated to begin in 2020.

#### Support

1. **Kyle Fischer** appeared on behalf of the **Lincoln Chamber of Commerce**. He commented that there is reason to celebrate when we get to put the South Beltway back on the funded list. It was a big blow to the community when the project was taken off the funding list. The Chamber has worked very hard to get LB84 funded through the Legislature to get that funding back on track for Lincoln and all of Nebraska. He is hopeful that the Commission will support this amendment and celebrate what a momentous occasion this is.

**THE LINCOLN/LANCASTER COUNTY**  
**TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**  
**FOR FISCAL YEARS 2015-2018.**  
**PUBLIC HEARING BEFORE PLANNING COMMISSION:**

May 7, 2014

Members present: Corr, Beecham, Cornelius, Hove, Harris, Scheer, Sunderman and Lust; Weber absent.

Staff recommendation: A finding of general conformance with the 2040 Comprehensive Plan.

Ex parte communications: Cathy Beecham disclosed that she participated in a citizen advisory committee regarding Penny Bridge.

Staff presentation: **Mike Brienzo of Planning staff** stated that the TIP is a program of projects that are developing to satisfy the federal requirements to coordinate projects and to list any project that will receive federal funding. This program is coordinated with all

transportation agencies within the planning area in Lancaster County, including the state NDOR projects, County Engineer projects, City projects, Public Works & Utilities transportation projects as well as StarTran, Lincoln Airport Authority, Parks & Recreation, Lower Platte South NRD and Hickman, which has a trails project that is receiving federal funding. The TIP is a four-year program and it is coordinated with the LRTP, which is a fiscally constrained document, making the TIP a fiscally constrained document. It is also coordinated with the Comprehensive Plan, using the Comprehensive Plan as a foundation. The LRTP is much more detailed and the documentation therein is more extensive.

The staff is recommending a finding of conformity, with the amendment to the LRTP concerning the South Beltway.

There was no other public testimony.

#### **LRTP AMENDMENT**

##### **ACTION BY PLANNING COMMISSION:**

May 7, 2014

Cornelius moved approval, seconded by Hove.

Cornelius commented that it is exciting to see this development. He was disappointed to see it go from funded to unfunded, and now it is good to see it come back.

Hove stated that he is also very excited. The South Beltway is really needed and we need to push it forward as quickly as possible.

Motion for approval carried 8-0: Corr, Beecham, Cornelius, Hove, Harris, Scheer, Sunderman and Lust voting 'yes'; Weber absent.

#### **2015-18 TRANSPORTATION IMPROVEMENT PROGRAM**

##### **ACTION BY PLANNING COMMISSION:**

May 7, 2014

Beecham moved to approve a finding of general conformance with the 2040 MPO Long Range Transportation Plan, as amended by the foregoing LRTP amendment, seconded by Scheer.

Lust believes these are good projects for the city and she believes that the finding of general conformance is appropriate.

Motion carried 8-0: Corr, Beecham, Cornelius, Hove, Harris, Scheer, Sunderman and Lust voting 'yes'; Weber absent.

**DRAFT SIX-YEAR CAPITAL IMPROVEMENT PROGRAM**

**ACTION BY PLANNING COMMISSION:**

May 7, 2014

Cornelius moved to approve a finding of conformance with the Comprehensive Plan, seconded by Hove.

Cornelius stated that as always, he has concerns about the sidewalk program in particular, and there are other projects with similar issues. With regard to sidewalk maintenance, he decided not to find lack of conformance because he believes the goals of the project are in conformance with the Plan; and because of the complicated relationship between the CIP and the LRTP and budget requirements; and because the project does call for funding to meet the goals and needs set out in the Comprehensive Plan; and because it calls for paying for those needs, that project is in conformance and that is why he will find it in conformance.

Lust agreed with Cornelius. When the Commission went through the Comprehensive Plan process, the fiscally constrained plan was adopted and that put aside funding at one million dollars per year. But, it was her belief at that time and it is still her belief now that that level of funding still does not comply with the spirit of the Comprehensive Plan calling for compact growth; you cannot have compact growth if people cannot walk. Since the approved level of funding is at one million dollars, she believes it is within the Comprehensive Plan; and since there is a plan to try to find more funding for sidewalks, which she desperately hopes can happen, she will find the project for sidewalks to be in conformance and she is not proposing any amendments. She expressed how very important it is to improve that infrastructure.

Beecham commented that she is very excited about the CIP for broadband infrastructure. Lincoln is really poised to be an amazing place for startups and small and large companies, and this is a real critical piece. The Comprehensive Plan looks at a lot of infill and redevelopment and there are key pieces to make that successful, including sidewalks, neighborhood pools, street trees, parks, etc. She is happy to see them and it is important to continue to fund those items. Low to moderate income (LMI) is critical because we are only as strong as our weakest neighborhood. We need improvements to grow, not just on the outside but also within our city limits.

Motion for a finding of conformance with the Comprehensive Plan carried 8-0: Corr, Beecham, Cornelius, Hove, Harris, Scheer, Sunderman and Lust voting 'yes'; Weber absent.

There being no other business, the meeting adjourned at 1:55 p.m.

Please note: These minutes will not be formally approved by the Planning Commission until their regular meeting on Wednesday, May 28, 2014.

q:\pc\minutes\2014\pcm050714 CIP



- Goal 1: Maintain the existing transportation system to maximize the value of these assets.
- Goal 2: Improve the efficiency, performance and connectivity of a balanced transportation system.
- Goal 3: Promote consistency between land use and transportation plans to enhance mobility and accessibility.
- Goal 4: Provide a safe and secure transportation system.
- Goal 5: Support economic vitality of the community.
- Goal 6: Protect and enhance environmental sustainability, provide opportunities for active lifestyles, and conserve natural and cultural resources.
- Goal 7: Maximize the cost effectiveness of transportation

Unfortunately, at the time I compiled this information, the individual scoring was not available in Appendix F of the Long Range Transportation Plan (Thomas Shafer acknowledged this and I believe noted that this is a draft in process and was working to get the document updated with the individual scores).

The FY 2015-2018 TIP show the project starting in 2017-2018, so if funding is only approved for the next two year biennium budget, I am assuming this project is not funded and may again be delayed due to future re-prioritization:

| 2015-2018 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA<br>TRANSPORTATION IMPROVEMENT PROGRAM  |  |                |            | AGENCY:  | City of Lincoln : Public Works & Utilities |         |    |         |    |         |    |         |    |                           |                           |  |     |       |
|--|--|----------------|------------|--|--|---------|----|---------|----|---------|----|---------|----|---------------------------|---------------------------|--|-----|-------|
|  |  |                |            | DIVISION:  | Streets & Highways                         |         |    |         |    |         |    |         |    |                           |                           |  |     |       |
| PROJECT<br>(Location & Details)<br>(Improved Concept)  |  |                |            | PROGRAMMED EXPENDITURES & FUNDING SOURCES (FB) (000's) |  |         |    |         |    |         |    |         |    |                           |                           |  |     |       |
| PROJECT NO<br>(Map)  | Location Number                        | Project Number | Work Phase | PRIORITY PROJECTS                                      |  |         |    |         |    |         |    |         |    | DEBT<br>BEYOND<br>PROGRAM | TOTAL<br>PROJECT<br>COSTS |  |     |       |
|  |  |                |            | PRIOR FISCAL<br>YEAR                                   | FS   | 2014-15 | FS | 2015-16 | FS | 2016-17 | FS | 2017-18 | FS |                           |                           |  |     |       |
| 11   | West "A" Street from SW 40th to Folsom |                |            |  |  |         |    |         |    |         |    |         |    |                           |                           |  |     |       |
| <small>This project would improve the capacity and safety of this area by programming city funds for the completion of design engineering, right-of-way, construction and construction engineering to construct two lanes of pavement along West "A" Street between Folsom and SW 40th streets. The project will construct left and right turn lanes as appropriate and include intersection improvements at Folsom, Coddington and SW 40th Streets. The project will improve safety and capacity.</small> |  |                |            |  |  |         |    |         |    |         |    |         |    |                           |                           |  |     |       |
| TOTAL  |  |                |            |  |  | 0.0     |    | 0.0     |    | 0.0     |    |         |    | 659.6                     | LN                        |  | 3.0 | 662.6 |

This is also confirmed in the FY 2014/15-2019/2020 draft Capital Improvement Program Streets & Highways section (<http://lincoln.ne.gov/city/plan/long/cip/2014-20/Streets.pdf>) project 0768 (p. 3) which shows funding from City Wheel Tax and the New Construction fund to occur in the 2017/2018 and 2018/2019 funding periods.

**0768 West "A" Street from SW 40th to Folsom**

**Description:**  
 This project would improve the capacity and safety of this area by programming city funds for the completion of design engineering, right-of-way, construction and construction engineering to construct two lanes of pavement along West "A" Street between Folsom and SW 40th streets. The project will construct left and right turn lanes as appropriate and include intersection improvements at Folsom, Coddington and SW 40th Streets. The project will improve safety and capacity.

|                       |                                       |
|-----------------------|---------------------------------------|
| Group:                | (None)                                |
| Program:              | (None)                                |
| Budget Outcome:       | Effective Transportation              |
| Budget Goal:          | Provide transportation infrastructure |
| Date Anticipated:     |                                       |
| Rating:               | B                                     |
| Status:               | New                                   |
| Comp Plan Conformity: | In Conformance With Plan              |

Project Total: \$6,622.20      Prior Appropriations: \$0.00      Costs Beyond: \$0.00

**6 yr appropriations**

| Funding Source                   | 2014/2015 | 2015/2016 | 2016/2017 | 2017/2018 | 2018/2019  | 2019/2020 | 6 yr Total |
|----------------------------------|-----------|-----------|-----------|-----------|------------|-----------|------------|
| City Wheel Tax, New Construction | \$0.00    | \$0.00    | \$0.00    | \$659.60  | \$5,962.60 | \$0.00    | \$6,622.20 |

**6 yr estimated cost by activity**

| Activity type     | 2014/2015 | 2015/2016 | 2016/2017 | 2017/2018 | 2018/2019 | 2019/2020 |
|-------------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Preliminary Plans |           |           |           | X         | X         | X         |

In the same document, project 0218 identifies funding sources from Impact Fees in District 1 for 2014/2015 through 2019/2020 for initial design and right-of-way acquisition prior to roadway improvement (p. 6). Note that the 0218 project shows examples from the District 1 Impact Fees which include the West A Street projects, but does not necessarily show which individual projects are being funded in which year since the primary goal of the CIP is to identify funding sources.

**0218 Impact Fees - District 1**

**Description:**

The intent of this listing identifies example roadway segments where initial design and right-of-way acquisition can be completed prior to the roadway improvement. Initial construction may only provide two through lanes plus turn lanes. Priority of Roadway improvements will be determined as land development generates roadway capacity needs. These roadways are currently identified in the existing comprehensive plan. Construction schedules are contingent upon availability of Funding. Projects such as :  
 W. 'A' Street - Coddington to Folsom,  
 W. 'A' Street - SW 40th to Coddington Avenue,  
 W. Holdrege - NW 56th to NW 48th,  
 NW. 56th - Partridge Lane to "O" St,  
 W. Holdrege - NW 48th to NW 40th,  
 NW 48th - "O" to Hwy 34,  
 NW 40th - "O" to Holdrege,  
 US-6 (Sun Valley Blvd) - Cornhusker Highway to W. "O" St,

|                              |                                       |
|------------------------------|---------------------------------------|
| <b>Group:</b>                | Impact Fee Districts                  |
| <b>Program:</b>              | District 1                            |
| <b>Budget Outcome:</b>       | Effective Transportation              |
| <b>Budget Goal:</b>          | Provide transportation infrastructure |
| <b>Date Anticipated:</b>     |                                       |
| <b>Rating:</b>               | B                                     |
| <b>Status:</b>               | Continued                             |
| <b>Comp Plan Conformity:</b> | In Conformance With Plan              |

Project Total: \$8,573.60

Prior Appropriations \$5,746.90

Costs Beyond: \$0.00

**6 yr appropriations**

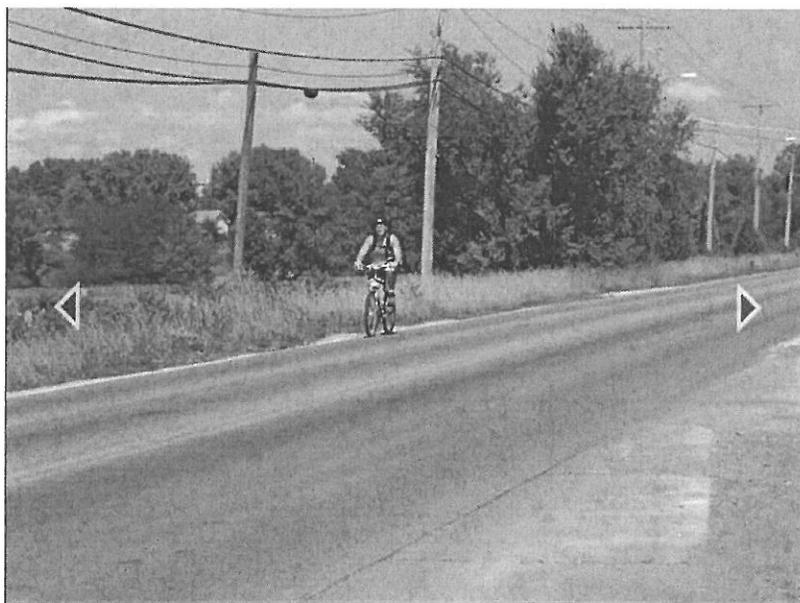
| <u>Funding Source</u> | <u>2014/2015</u> | <u>2015/2016</u> | <u>2016/2017</u> | <u>2017/2018</u> | <u>2018/2019</u> | <u>2019/2020</u> | <u>6 yr Total</u> |
|-----------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| Impact Fee Revenues   | \$174.70         | \$210.40         | \$610.40         | \$610.40         | \$610.40         | \$610.40         | \$2,826.70        |

**6 yr estimated cost by activity**

| <u>Activity type</u> | <u>2014/2015</u> | <u>2015/2016</u> | <u>2016/2017</u> | <u>2017/2018</u> | <u>2018/2019</u> | <u>2019/2020</u> |
|----------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Other                | X                | X                | X                | X                | X                | X                |

I am providing the preceding information as background. The West A Street Project has been "on the books" since 2004, and although it has always been deemed a priority, it either did not have the commitment of funding, or other projects have been prioritized over it, delaying it for over 10 years. I believe there are multiple factors which warrant consideration for not only a firm commitment to the project, but to initiate it in the current biennium budget. I understand the need to prioritize capital and infrastructure improvements under capital budgeting constraints, but in addition to the seven goals outlined in the Long Range Transportation Plan, there should be consideration to ensure newer projects do not continually outrank existing projects to ensure no area of the city is neglected.

With respect to the current justification for the project outlined by Public Works, I agree that safety is an important consideration. Living in the area, it is somewhat disconcerting to see younger children walking along the road or cyclists using the road. It is narrow and poses a hazard to both groups. Prioritizing this project will also



The narrow pavement without sidewalks presents a challenge for bicyclists and pedestrians.

highlight goal 6 (Protect and enhance environmental sustainability, provide opportunities for active lifestyles, and conserve natural and cultural resources). I believe a safer route would also increase cycling in the area. Some residents currently transport their bikes to trailhead areas to avoid the safety issues associated with West A Street, and increasing the convenience will increase overall participation. The initial justification also outlined what has occurred – a continued increase in traffic. There are substantially more dwelling units in the area since the initial identification of the project ten years ago. Completion of the viaduct over the BNSF tracks on SW 40<sup>th</sup> and West O Street will increase traffic flow due to the new County Jail Facilities located at SW 40<sup>th</sup> and West O Street. West A Street between Coddington Avenue and SW 40<sup>th</sup> also suffers from degradation; while there are no significant pot holes due to upkeep by Public Works, there are indentations in the road that leads to water pooling during significant rainfall events, particularly in those intersecting roadways and older portions of the roadway, creating a potential for vehicles to hydroplane.

Given these factors, I believe we can all agree as the LRTP states that this should be a high priority; the mayor in a recent press release (*City's Federal Spending Authority Shifted to South Beltway Project* <http://lincoln.ne.gov/city/mayor/media/2014/041714.htm> ) references this project: "Mayor Beutler said the City's highest priority is construction and rehabilitation on roads such as Yankee Hill, Pine Lake, **West "A"** and South 56<sup>th</sup>...". I would reiterate that I believe funding for design, right of way acquisition and construction be committed to start within the proposed two year biennium. This roadway services multiple neighborhoods that did not exist at the time when it was rated a priority project and the citizens in this area have been patiently awaiting deserved safety and infrastructure improvements.

I plan on making this statement available to the area homeowner's associations, city council, and mayor's office, I appreciate your consideration and will be available at any of the contacts that I listed in the opening statement if you have any specific questions for me. I appreciate your time and consideration.

Regards,  
John J. Turincs

cc: Bill Vocasek, West "A" Neighborhood Association, [bvocasek@neb.rr.com](mailto:bvocasek@neb.rr.com)  
Timber Ridge Homeowner's Association, [info@timberidge-linc.com](mailto:info@timberidge-linc.com)  
Bill Nelson, High Ridge/Cushman Neighborhood Association  
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Mayor's Office  
Lincoln City Council