

BRIEFING NOTES

NAME OF GROUP:	PLANNING COMMISSION
DATE, TIME AND PLACE OF MEETING:	Wednesday, April 30, 2014, 11:30 a.m., Room 113, County-City Building, 555 S. 10 th Street, Lincoln, Nebraska
MEMBERS IN ATTENDANCE:	Michael Cornelius, Maja V. Harris, Chris Hove, Jeanelle Lust, Dennis Scheer, Lynn Sunderman and Ken Weber. Tracy Corr and Cathy Beecham in attendance at the end of the briefing.
OTHERS IN ATTENDANCE:	Marvin Krout, David Cary, Steve Henrichsen, Mike Brienzo, Sara Hartzell and Michele Abendroth of the Planning Department; Miki Esposito, Donna Garden and Thomas Shafer of Public Works; Gary Nick McElvain of Water; Dallas McGee and Wynn Hjermstad of Urban Development; Jerry Shorney and JJ Yost of Parks & Rec; Ben Higgins, Watershed Management; Mike Owen and Jim Wilkinson of the Nebraska Department of Roads; Terry Uland and Todd Ogden of Downtown Lincoln Association.
STATED PURPOSE OF MEETING:	Draft Capital Improvement Program; Draft Transportation Improvement Program; Amendment to the Long Range Transportation Plan

The meeting was called to order at 11:30 a.m. The Nebraska Open Meetings Act was acknowledged. Cary stated that today's presentation will be on the Capital Improvement Program (CIP), the Draft Transportation Improvement Program (TIP), and an amendment to the Long Range Transportation Plan (LRTP). He introduced Sara Hartzell, who began with the review of the Capital Improvement Program (CIP) process. She noted that the CIP is now on a 2 year budget cycle. The process begins with a letter and instructions from the Mayor to the departments. The departmental submittals were due to the Planning Department on February 7. Hartzell briefly reviewed the new format of the CIP to make it more user-friendly and easier to read. The first edition of the CIP is evaluated for conformity with the Comprehensive Plan and reviewed by the Capital Improvement Advisory Committee (CIAC). This version is followed by the Planning Commission edition in April. Your comments will be forwarded to the CIAC and then to the City Council. The first two years of the CIP will be adopted as the capital budget. The purpose of the Planning Commission is to review separate programs and to provide a finding of conformity with the 2040 Comprehensive Plan. Staff feels confident that these programs comply with the Comprehensive Plan.

Hartzell explained that there are four levels of conformity with the Comp Plan: In Conformance with the Plan; Generally Conforms with the Plan; Not in the Plan; and Not in Conformance with

the Plan. These findings are based on several maps in the Comp Plan including the Tier growth priority map, the county and city land use maps, and road and trail project maps. The recommendation is also based on explicit reference, the intent of the Plan, the location of the project, the timing of the project, and the project definition and description.

Hartzell then explained the developer request process. Letters were sent to developers and owners of property in the Tier I Priority B area and solicited them for proposals for future development that may require City infrastructure. We received five proposals which were evaluated by city staff and forwarded to the Mayor's office for a final decision. Of the five proposals, one was in southwest Lincoln, and it was declined due to the major investment needed for sewer; two involved revisiting developer agreements; and one involves the area south of O Street at about 95th, and there was support for water and sewer investment and no road improvements are required; and one involves redevelopment area and there is support for reimbursed design costs using existing TIF. These projects are reflected in the CIP but will require additional discussion.

Hartzell then reviewed the non-Public Works Department projects. The Finance section includes Pershing which has funding for the demolition of Pershing Center. The Public Safety section includes Police Department and Fire & Rescue Department. This section is coordinated under the Public Safety Director. The majority of funding is through General Obligation Bonds. Major projects for Police include a maintenance and repair garage and a collocation assembly station. Fire and Rescue projects include new fire stations and renovation of existing stations. Library projects include the replacement of the downtown branch and updates to the branch libraries. LES follows a separate budget cycle, so they have gone through most of their budget process already. These projects still need a finding of conformity. Urban Development projects include several ongoing projects in downtown and public parking projects and program. Parks & Recreation has made an increased effort to coordinate projects with other departments primarily Watershed Management. There is an unknown source of funding for unmet needs. A general obligation bond in year 6 is needed to accomplish projects. There are a number of trail projects programmed following priorities in the Comp Plan.

Next, Hartzell reviewed the Public Works sections of the TIP. StarTran is using an alternative fuel vehicle analysis to evaluate future fleet replacement purchases. A large portion of their budget is for replacement of busses and handi-vans.

In the Streets & Highways section, there is an unknown source of annual funding for a \$7 million increase in street projects and a \$2 million increase in sidewalk rehab. It includes \$1 million for sidewalk maintenance and repair in all years, and a Pedestrian and Bicycle Capital Program in years 1-6. Yankee Hill Road, West A Street and pedestrian improvements for new schools are new in this CIP. Also the South Beltway is fully funded in the CIP by 2020.

Brienzo then addressed the Transportation Improvement Program (TIP). The MPO produces the TIP which is a federal requirement. The purpose is to provide a coordinated list of transportation projects to receive federal funding and to coordinate on projects that are of regional significance. The program is a four year schedule of projects which allows agencies to obligate federal funds over that time period. The program must be financially constrained and must have a priority list of projects. Projects must come from the MPO Long Range Transportation Plan.

The program is developed by the MPO Technical Committee with other agencies including the Nebraska Department of Roads, the County, the City, the Airport Authority, and the Lower Platte South Natural Resources District (LPSNRD). There are fewer county projects in the TIP because the county is not using federal funds as much as in the past. The TIP is coordinated with the development of the CIP and the State-TIP. The Planning Commission holds public review on the TIP, and the recommendations of the Commission are returned to the MPO Technical Committee and then forwarded to the MPO Officials Committee. There is also an amendment to the LRTP to show the South Beltway as a priority project.

Brienzo identified the schedule for the TIP as follows: April 24: MPO Technical Advisory Committee meeting; May 7: Planning Commission public hearing; May 22: MPO Technical Advisory Committee meeting; June 5: MPO Officials Committee; July: the MPO submits TIP to the state for inclusion in the State-TIP; NDOR then holds public review of State-TIP and all MPO TIPs submit to FHWA and FTA; October 1: Final TIP goes into effect.

Hove asked why the South Beltway wasn't shown as a priority project and asked if the schedule could be moved up. Brienzo stated that it wasn't fully funded in 2011, and the funds became available in 2013 for the State's 80% portion. Krout added that the TIP requires a fiscally constrained program and the sources of funding must be identified in the TIP.

Harris asked if the TIP is reviewed for conformity to the Comp Plan. Brienzo stated that it is reviewed for conformity to the LRTP. He noted that the South Beltway is identified in the Comp Plan as well, but not to the level of detail in the LRTP.

Hartzell continued with the Broadband Infrastructure division of Public Works. This is a new section and replaces, updates and expands infrastructure for public and private use. There is not a funding source identified for this yet. The Watershed Management division has a regular GO bond schedule. They are also working with Parks & Recreation to coordinate projects. Street Maintenance Operations projects include a facility repairs program, a cement silo, bridge crane and a master plan. Nick McElvain of the Water Department stated that they have been working on a master plan and there is an extensive public involvement program. On June 2, there will be a joint meeting with the Planning Commission and City Council for a briefing on

the master plan. They have added some projects in the CIP that are coming with the new master plan. All of the projects in the CIP are in conformance with the Comp Plan. The Water Supply and Wastewater programs have assumed a 3% annual rate increase in years 1-2 and 5% in years 3-6. The emphasis is on meeting developer obligations and maintaining the existing system with some new development opportunities funded. They have identified \$250,000 annually for economic development opportunities. Solid Waste Operations projects include the closure of the 48th Street landfill. This project may be significantly less expensive depending upon the NDEQ findings.

Hartzell noted that there are interactive maps for all the CIP projects on the website.

The next steps in the CIP process are as follows: May 7: PC special public hearing on conformity; conformity findings will be forwarded to CIAC and then to the City Council; it will go through the budget process, and the first two years of the CIP will be adopted as the capital budget.

Brienzo continued with the amendment to the LRTP. The NDOR is requesting an amendment to the LRTP to show the South Beltway projects as a priority project by moving it from the listing of unfunded state projects to the list of committed state projects. This will add the South Beltway as a funded and prioritized project. It is a \$200 million project with 20% (\$40 million) City funded.

Brienzo introduced Mike Owen of NDOR. Owen stated that the Nebraska Department of Roads is requesting the Lincoln MPO define the South Beltway project as a priority project in the 2040 Long Range Transportation Plan (LRTP). It is currently shown as an unfunded project and the State would like to see this project shown in the local transportation plan as fully funded since the Build Nebraska Act funds became available in 2013. The project team is currently working through the environmental phase with project design beginning in 2016 and right-of-way activities taking place in 2017 and 2018. Construction is scheduled to begin in 2020 and will take 5 to 7 years to complete. He noted that there was a question earlier about moving the schedule up, and he explained that there is a lengthy process for public involvement, environmental assessment, and right-of-way acquisition. They are on schedule to begin construction in 2020. Hove commented that Highway 2 is already very crowded and in five years, it will only be more overcrowded.

Owen then played a video explaining the project. He noted that the video is on the NDOR website.

Harris asked what the shelf life of an environmental assessment is. Owen stated that it is three years. They do not need to redo the entire document since it is an ongoing project; it will be more of an update.

Weber asked if the \$200 million estimate will increase if the timeline is extended. Owen stated that the estimate is in today's dollars, but they feel it is a good estimate to communicate right now. He noted that it will likely be slightly higher.

Shafer noted that this project took the City's leadership and commitment to get this project moving forward.

The meeting was adjourned at 12:50 p.m.

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