



Comments

BRIEFING NOTES

NAME OF GROUP: PLANNING COMMISSION

DATE, TIME AND PLACE OF MEETING: Wednesday, May 11, 2016, 11:00 a.m., Bill Luxford Studio, Room 113, County-City Building, 555 South 10th Street, Lincoln, Nebraska.

MEMBERS IN ATTENDANCE: Michael Cornelius, Maja Harris, Chris Hove, Jeanelle Lust, Dennis Scheer, Lynn Sunderman and Ken Weber; (Cathy Beecham and Tracy Corr absent).

OTHERS IN ATTENDANCE: David Cary, Paul Barnes, Mike Brienzo, Brandon Garrett, Kellee Van Bruggen, Stacey Groshong Hageman and Teresa McKinstry of the Planning Dept. representatives from various departments involved in the CIP; and other interested parties.

STATED PURPOSE: Briefing on “**FY 2016/17-2021/22 Capital Improvement Program (CIP), FY 2017-2020 Transportation Improvement Program (TIP) and the 2016 Community Indicators Report**” by Planning staff.

FY 2017-2020 Transportation Improvement Program (TIP)

Mike Brienzo stated that the TIP is a document that the Lincoln Metropolitan Planning Organization (MPO) puts together. The MPO is the official designation for oversight of Federal funding activities. TIP projects funded with Federal dollars and those of regional significance are listed in the CIP as well. We coordinate the call for projects within Lincoln and Lancaster County. We coordinate with adjacent counties as well. It is a four year schedule of projects. The CIP is six years, with the first two years of obligated funding. TIP funds are obligated for four years. It must be a fiscally constrained document. Funds must be readily available. Projects must come from the MPO Long Range Transportation Plan. It is developed by the MPO Technical Committee, in coordination with Nebraska Dept. of Roads (NDOR), Lancaster County Engineer, Lincoln Public Works and Utilities, Lincoln Airport Authority, Parks & Recreation, Lower Platte South Natural Resources District (LPSNRD) and others. This must go through public review. The TIP is coordinated with the County and State program. The State TIP is being developed now. This must be updated annually. MPO staff develops the document. The Technical Committee reviews it. Planning Commission makes a recommendation on it. The document goes back to Technical Committee to see if any adjustments need to be made. The document then goes on to Officials Committee. The Mayor as Executive Officer for all MPO functions is the final approval.

The types of projects you will see are a little different from the CIP. These consist of capital improvement projects, along with major maintenance, resurfacing and rehabilitation projects. There are also Intelligent Transportation System projects. The major function of these is communication. This has taken on a new role lately with innovation in equipment. Traffic operations and management programs, safety and operation improvement programs and alternative transportation and enhancement projects such as bike, pedestrian and trail, and the vanpool program are all projects.

The State section lists fourteen projects. Most are rehabilitation and maintenance. The South Beltway is a State project. It is in the city CIP as well. The Streets and Highways map shows citywide projects. East Beltway Corridor Protection is shown. Funds are set aside for a future project. The Railroad Transportation Safety District (RTSD) has a project for 33rd St. and south of Cornhusker Hwy. The idea is to eliminate the at-grade crossing. It is now in a study phase. Ped, Bike and Trails section shows five projects. Lincoln Bike Share is listed. It is moving forward and the City hopes to have it in place next spring. Section 5311 is vanpool. The State is putting together this project using CMAQ funds. That is entirely a state program.

The CIP will be reviewed on May 19, 2016 by the Technical Committee. It will have public hearing at Planning Commission on May 25, 2016. June 2, 2016, it will appear at Technical Committee for any adjustments that need to be made. June 16, 2016 will be the Officials Committee. The Mayor will sign off as Executive Officer and in July, 2016, the MPO submits the TIP for inclusion into the State TIP. The federal fiscal year begins on October 1, 2016. The NDOR holds a review of the State TIP and all MPO's then submit their program to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). October 1, 2016, the final TIP goes into effect.

Harris inquired about the 10th Street Salt Creek Bridge. Brienzo stated that funds have already been set aside for that. It will be a major project. It will be widened, as well as pedestrian facilities built. Cary added there will be a connection to the trail as well.

There being no further business, the meeting was adjourned at 12:35 p.m.

MEETING RECORD

NAME OF GROUP: TECHNICAL COMMITTEE MEETING

DATE, TIME AND PLACE OF MEETING: May 19, 2016, 1:30 p.m., Conference Room 113, County - City Building, 555 S. 10th St., Lincoln, NE

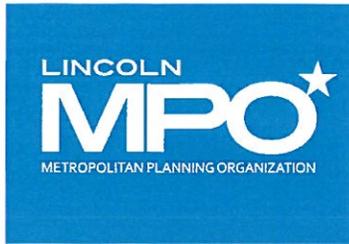
MEMBERS AND OTHERS IN ATTENDANCE: David Cary - Director of Planning Dept., Pam Dingman - County Engineer, Miki Esposito - Director of Public Works & Utilities, Paul Barnes and Kellee Van Bruggen of Planning Dept., Gary Bergstrom of the Health Department, Michael Davis of StarTran, Roger Figard and Randy Hoskins of Public Works and Utilities, Tom Goodbarn and Brad Zumwalt of the Nebraska Dept. of Roads, Wynn Hjermsstad of Urban Development, Lynn Johnson of Parks and Recreation, Jon Large of Lincoln Airport Authority and Brendan Lilley of County Engineering. Mike Brienzo and Teresa McKinstry of the Planning Dept.; Brian Praeuner of StarTran; Thomas Shafer of Public Works & Utilities; Rick Haden of Felsburg, Holt & Ullevig; Nancy Hicks of the Lincoln Journal Star; and other interested parties.

REVIEW AND ACTION TO RECOMMEND THE PROPOSED FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PUBLIC HEARING AT THE PLANNING COMMISSION

Brienzo stated that staff started working on the FY 2017-2020 TIP in March 2016. The LRTP (Long Range Transportation Program) Project Oversight Committee met in April 2016 and reviewed the projects. This committee will make a recommendation for the public review. The Planning Commission will hold a public hearing and take comments. Those comments will be brought back to this committee on June 2, 2016. The program goes onto the Officials Committee for action.

ACTION:

Cary moved approval of the FY 2017-2020 TIP, seconded by Bergstrom and carried 14-0: Barnes, Bergstrom, Cary, Dingman, Esposito, Davis, Figard, Goodbarn, Hjermsstad, Hoskins, Large, Lilley, Van Bruggen and Zumwalt voting 'yes'; Johnson absent at time of vote.



Lincoln Metropolitan Planning Organization

County-City Building
555 South 10th Street - Suite 213
Lincoln, Nebraska 68508
(402) 441-7491

June 1, 2016

The MPO Response to Public Comments on the Proposed FY 2017-20 Transportation Improvement Program

The **Lincoln Metropolitan Planning Organization** requested Public Comments on the Proposed FY 2017-20 Transportation Improvement Program (TIP). Comments were received by email or U.S. mail through May 31, 2016 and comments were accepted in person at The Lincoln/Lancaster County Planning Commission public hearing on May 25, 2016 in the Council Chambers, located at the County-City Building, 555 South 10th Street, Lincoln, Nebraska. All comments received are provided to the Lincoln MPO Technical Advisory Committee consideration in their review of the Proposed FY 2017-20 TIP.

The Lincoln/Lancaster County Planning Commission meeting minutes and action are attached.

Response To Comments Referencing the West 'A' Street Project

- | | |
|---|--|
| 1. Adam Rhoads
5111 W Sumner Cir
Lincoln NE 68522 | 5. Cindy Jurgens
2646 West Garfield Street
Lincoln NE 68522 |
| 2. John Turincs
3747 W Springview Rd
Lincoln NE 68522 | 6. Karen Heng
1909 SW 36 ST
Lincoln, NE 68522 |
| 3. Matthew A. Hansen
2401 SW 35 th Ct
Lincoln NE 68522 | 7. Mark Antonson
1521 S.W. 30 th Street
Lincoln NE 68522
<i>[comments at Public Hearing]</i> |
| 4. Robin Kozisek BA,
LEED GREEN ASSOCIATE
Project Coordinator (Associate) | |

Staff Comments:

The primary issue is that the West 'A' Street Improvement Project, SW 40th Street to Coddington Ave. and Coddington Ave. to Folsom Street, is not progressing to construction in a timely manner. Many of the residents in the West 'A' Neighborhood area referenced programming of this project for design and construction in the previous CIP/TIPs (ie; FY2004-05 CIP and again in the FY2014-16 CIP). This project was not shown in FYs 2005 through 2013. The West 'A' Street Improvement Project is currently in the proposed FY2016-18 CIP and proposed FY2017-19 TIP. See attached Fact Sheet.

The primary reason for the delay in programming is lack of funding to meet all of the street improvement needs in Lincoln. A bond issue was proposed in 2004/05 that would have included funding for this

project, but when it failed to pass in a city-wide vote, projects were removed from the TIP/CIP in order to maintain fiscally constrained programs.

The West 'A' Street Improvement Project is divided into two segments in the adopted 2040 Lincoln MPO Long Range Transportation Plan, 1) SW 40th Street to Coddington Ave. is in the Plan to be constructed in 2019 and 2) Coddington Ave. to Folsom Street is in the Plan to be constructed in 2025. See attached Table 14, Roadway Capital Projects from the Long Range Transportation Plan. It is the expectation that design can begin in FY2018/9, ROW in FY 2019/20 and construction in FY2020/21.

Response To Comments Referencing Accessible Communication for those who are Deaf or Hard of Hearing:

Kelsey Cruz
Public Information Officer
Nebraska Commission for the Deaf and Hard of Hearing

The City of Lincoln and the MPO has an Accommodation Policy for document availability and public hearings. All planning documents are available in the Lincoln-Lancaster Planning Department for public review and all key documents are posted on the MPO web page. The City of Lincoln is to ensure the public access to and participation in all public meetings. If any person requires special accommodation in order to participate, the City of Lincoln and MPO will do what it can to accommodate that individual.

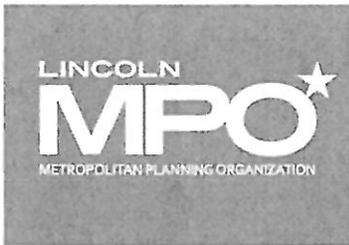
ACCOMMODATION NOTICE

The City of Lincoln complies with Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973 guidelines. Ensuring the public's access to and participating in public meetings is a priority for the City of Lincoln. In the event you are in need of a reasonable accommodation in order to attend or participate in a public meeting conducted by the City of Lincoln, please contact the Director of Equity and Diversity, Lincoln Commission on Human Rights, at 402 441-7624 as soon as possible before the scheduled meeting date in order to make your request.

Response to Comments made at the Public Hearing by Coby Mach, Lincoln Independent Business Association:

- 1) Support was stated for the City officials role in developing the South Beltway project.
- 2) Opposition was stated in the use of Certificates of Participation (COPs) revenue bonds. The main objection comes from the proposed use of \$6 million in COP bonds as a financial tool used to purchase items that is done without the vote of the people. Generally, there is not an issue with using this type of funding, but it should be reserved for times of real need and the debt should be lowered. The issue is with the funding and not the projects.

Staff response, the use of COP revenue bonds is generally outside the Planning Staff scope of influence, but these concerns are noted and will be relayed to the Administration.



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(402) 441-7491

PUBLIC NOTICE

**The MPO Technical Advisory Committee
is Requesting Public Comment on the Proposed
FY 2017-20 Transportation Improvement Program**

Lincoln Metropolitan Planning Organization is requesting Public Comment on the Proposed FY 2017-20 Transportation Improvement Program (TIP). Comments will be taken by email: mbrienzo@lincoln.ne.gov, or fax: (402) 441-6377, or U.S. mail through June 1, 2016. The Lincoln/Lancaster County Planning Commission will hold a public hearing at 1:00 p.m. on May 25, 2016 in the Council Chambers, located in the County-City Building 555 South 10th Street - Suite 213, Lincoln, Nebraska 68508. The MPO Technical Advisory Committee will consider all comments at their next meeting scheduled for June 2, 2016 at 1:30 p.m. in Conference Room #113, County-City Building. For those who would like to comment in person, these are open meetings and will include time for public comment. The Proposed TIP can be found on the MPO website at <http://lincoln.ne.gov/city/plan/mpo/tip/tip17/index.htm>.

If you have any questions, please feel free to contact Mike Brienzo at (402) 441-6369.



West A Street – SW 40th to Folsom

Fast Facts

May 23, 2016

Contacts:

Project Manager: Kris Humphrey, (402) 326-1176
Web site: lincoln.ne.gov (keyword “West A”)

Project Information:

Approximate Project Cost (2016 \$): \$11.1M total (SW 40th to Coddington)
\$ 3.0M total (Coddington to SW 5th)

Timeline

2004/05 CIP	Design funding identified – worked on design and shelved when 2004 bond issue did not pass
2014-16 CIP	Design funding identified starting in Year 4 (2017/18)
2016-18 CIP (Proposed)	Design funding identified starting in Year 2 (2017/18)

Items of Note:

- 2040 LRTP Adopted in 2011 shows West A, SW 40th to Coddington as 2 lanes + turn lanes
- 2040 LRTP Adopted in 2011 shows West A, Coddington to Folsom as 2 lanes + turn lanes
- 2015 ADT (West of Coddington) = 8,490 vehicles per day
- 2015 ADT (East of Coddington) = 6,930 vehicles per day

Major Work History:

- 1991 – SW 9th St. to SW 3rd St and S. 10th St. to S. 17th St. – Overlay
- 1984 – S. 10th St. to S. 11th St. – Overlay
- 1983 – SW 3rd St. to S. 10th St. – Overlay
- 1974 – Coddington to SW 9th – Overlay; S. 1st St. to S. 7th St. – Overlay & Curb Replacement
- 1973 – S. 7th St. to S. 17th St. – Overlay
- 1958 – A St. west of S. Coddington St. – Original AC Construction; Overlay date unknown before ownership was transferred from County to City. Lancaster County was contacted and they could not find any rehab history from Coddington to SW 36th. Cores show 6” of AC in two layers, the original 3” plus 3” overlay.

Current Pavement Condition Index (PCI):

- Streets with a PCI score of 25 or less need to be considered for reconstruction.
- SW 36th St. to S. Coddington St. (1.25 mi.) = 30
- S. Coddington St. to S 1st St. (1.5 mi.) = 26
- S. 1st St. to S 17th St. (1.25 mi.) = 17
- Not Included:
 - Hwy 77 Overpass; SW 14th St. to SW 9th St. = 81
 - Salt Creek Bridge/A St. Overpass; SW 5th St. to S. 6th St. = 83

Planned Work:

- The intersection of W. A St. and S. Folsom St. will be resurfaced and curb ramps reconstructed this summer as part of the South & Coddington to Folsom & Rosa Parks Way Resurfacing project.

Working Towards a Solution:

- West City Limit to Coddington
 - Long Term Solution – Discussions are planned to determine the appropriate cross section for West A from west City limits to Coddington. It may be similar to the Yankee Hill Road cross section – 2-lane divided by a median with either shoulders or outside curb section or some combination thereof with roundabouts at certain identified intersections.
 - An interim solution would require delaying or diverting money from other programmed projects and would not provide a long-term solution. An interim solution also would not significantly contribute to reducing crashes throughout the corridor. However, Traffic Engineering will investigate the need for left turn arrows at Coddington and installing safety signage (i.e. slippery when wet, reduce speed) along the corridor.
- Coddington to SW 5th
 - Long Term Solution – Discussions are planned to determine the appropriate cross section for West A from Coddington to SW 5th. Currently the cross section is a mix of rural two-lane with ditches and urban two-lane plus center turn lane with curb and gutter. The LRTP calls for the entire section to be an urban two-lane plus turn lanes section.
- SW 5th St. to S. 6th St.
 - This section was reconstructed as part of the Salt Creek Bridge and W. A St. Viaduct project. This is a newer section and the City's Pavement Management Program has not identified this segment for rehabilitation work over the next several years. Normal routine preventative maintenance and localized repairs by City Street Maintenance would be completed based upon prioritization of repairs needed throughout the City.
- S. 6th St. to S. 17th St.
 - This section has been identified as needing to be reconstructed rather than rehabilitated. Several areas with base failures have previously been patched and the patches have now failed as well. Current width various from 30 to 31 feet and may need to be widened to 35 feet to meet current standards. Approximate cost is \$3M.

CIP History:

	2004/05	2005/06	2006/07	2007/08		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
2004/05 CIP (Project 56)	\$121.8 PE	\$436.8 PE/ROW		\$2,509.5 Const/CE									
2005/06 CIP 2006/07 CIP 2007/08 CIP 2008/09 CIP 2009/10 CIP 2010/11 CIP 2011/12 CIP 2012/13 CIP	Not shown as individual project – funding was not available												
2014-16 CIP									\$659.6 PE	\$5,962.6 PE/ROW			
2016-18 CIP (Proposed)									\$100.0 PE	\$1,563.3 PE	\$891.4 ROW	\$6,572.2 Const/CE	\$2,116.5 Const/CE

PE = Preliminary Engineering; ROW = Right-of-Way Acquisition; Const/CE = Construction & Construction Engineering

Table 14: Roadway Capital Projects: Current and Year of Expenditure Revenues and Costs (\$M)

Year	Total Roadway Capital Revenues		Roadway Capital Project Description		Year of Expenditure	
	New Year of Expenditure \$	Total New & Remaining YOE \$	Facility/Project Name	Project Type	Project Cost: Year of Expenditure	Remaining Year of Expenditure Balance
2012	\$16,029,829	\$16,029,829	N. 14th Street, Superior to Alvo	4 lanes + turn lanes	\$5,604,000	\$10,425,829
			SW 40th Viaduct	Viaduct over BNSF Railroad	\$6,500,000	\$3,925,829
2013	\$16,820,624	\$20,746,454	S. 56th Street, Shadow Pines Dr. to Old Cheney Road	4 lanes + turn lanes	\$7,493,250	\$13,253,204
			S. 14th Street / Warlick Boulevard / Old Cheney Road	Major Intersection Work	\$10,918,000	\$2,335,204
2014	\$16,872,857	\$19,208,061	NW 48th Street, Adams to US-6	4 lanes + turn lanes	\$14,982,577	\$4,225,484
2015	\$17,015,653	\$21,241,137	Pine Lake Road, S. 61st Street to Hwy-2	4 lanes + turn lanes	\$7,215,260	\$14,025,877
2018	\$17,053,335	\$20,325,992	US-6 (Sun Valley Blvd.), Corn. Hwy (US-6) to W "O" St.(US-6), including R.R Overpass (local 20% share)	4 lanes + turn lanes	\$5,810,840	\$14,515,153
			N. 48th Street, Adams to Superior	4 lanes + turn lanes	\$8,712,227	\$5,802,925
			W. Holdrege Street, NW 56th Street to NW 48th Street	2 lanes + turn lanes	\$1,492,339	\$4,310,587
2019	\$17,093,163	\$21,403,750	NW 56th Street, W. Partridge Lane to W. "O" Street	2 lanes + turn lanes	\$4,723,546	\$16,680,204
			W. "A" Street, SW. 40th Street to Coddington Avenue	2 lanes + turn lanes	\$4,947,758	\$11,732,446
			N. 98th Street, Adams Street to Holdrege Street	2 lanes + turn lanes	\$5,760,198	\$5,972,248
2020	\$17,126,975	\$23,099,223	N. 10th Street, US-6 to Military Road, including Salt Creek Bridge	4 lanes + turn lanes	\$10,285,162	\$12,814,061
	\$17,126,975	\$43,396,724	South Beltway, US 77 to Hwy-2 (Local share of project) - see South Beltway project below in the State program	PE, ROW, Construction	\$40,000,000	\$3,396,274
2021	\$18,286,503	\$31,100,563	US-34 ("O" St.), Antelope Valley N/S Rdwy. (19th St.) to 46th Street	6 lanes + turn lanes	\$19,782,915	\$11,317,648
NDOR 10 Year 2012 - 2021 Improvements	\$32,897,984	\$32,897,984	I-80, US-77 to NW 56th	Widen to 6 lanes/10 Year	\$32,897,984	\$0
	\$5,134,112	\$5,134,112	NW 48th Street Bridge over I-80	2 Bridges over 6-lane I-80	\$5,134,112	\$0
	\$2,831,903	\$2,831,903	NW 56th Street Bridge over I-80	1 Bridge over 6-lane I-80	\$2,831,903	\$0
	\$12,546,143	\$12,546,143	US-34 West, west city limits to Malcolm Spur	4 lanes + turn lanes	\$12,546,143	\$0
	\$11,441,872	\$11,441,872	US-6 West, west city limits to west county line	Paving Improvements	\$11,441,872	\$0
	\$19,465,948	\$19,465,948	US-6 (Sun Valley Boulevard), "O" Street to Cornhusker Highway (80% of Project Cost)	4 lanes + turn lanes	\$19,465,948	\$0
	\$15,784,477	\$15,784,477	US-79, US-34 to County Line	Paving Improvements	\$15,784,477	\$0
	\$23,200,000	\$23,200,000	Safety Projects (80% of State safety program projects)	Program	\$23,200,000	\$0
	\$160,000,000	\$160,000,000	South Beltway, US 77 to Hwy-2 (State share of project)	PE, ROW, Construction	\$160,000,000	\$0
2022	\$18,324,583	\$29,642,232	US-34 ("O" St), Wedgewood Drive to 98th Street	6 lanes + turn lanes	\$22,160,700	\$7,481,532
		S. 56th St, Thompson Creek Boulevard to Yankee Hill Rd	4 lanes + turn lanes	\$5,563,568	\$1,917,964	
2023	\$18,356,213	\$20,274,176	S. 70th Street, Pine Lake Road to Yankee Hill Road	4 lanes + turn lanes	\$8,199,621	\$12,074,555
		Yankee Hill Road, S. 40th Street to S. 56th Street	4 lanes + turn lanes	\$8,261,066	\$3,813,489	
2024	\$18,381,155	\$22,194,643	Yankee Hill Road, S. 56th Street to S. 70th Street	4 lanes + turn lanes	\$8,570,732	\$13,623,911
		Yankee Hill Road, S. 70th Street to S. 84th Street	additional 2 lanes	\$5,526,273	\$8,097,638	
		Yankee Hill Road, Railroad Crossing to Hwy-2	2 lanes + turn lanes	\$2,452,771	\$5,644,867	
		S. 84th Street, Amber Hill Road to Yankee Hill Road	4 lanes + turn lanes	\$3,624,638	\$2,020,229	
		S. 9th Street, Van Dorn to South Street	3 lanes + turn lanes	\$2,254,509	\$11,771,368	
		Hwy 2: Phase 1 - Van Dorn thru S. 14th	6 lanes + turn lanes	\$10,227,596	\$1,543,772	
	\$16,956,510	\$18,500,282	Hwy 2: Phase II - S, 14th thru S. 33rd	6 lanes + turn lanes	\$10,534,424	\$7,965,859
	\$17,007,713	\$24,973,571	Hwy 2: Phase II-S. 33rd thru S. 56th/Old Cheney Rd.	6 lanes + turn lanes	\$21,700,914	\$3,272,657
2025	\$21,399,168	\$23,419,397	Normal Boulevard, S. 58th Street to Van Dorn Street	4 lanes + turn lanes	\$7,567,746	\$15,851,651
		W. Holdrege Street, NW 48th Street to NW 40th Street	2 lanes + turn lanes	\$2,090,646	\$13,761,005	
		West Denton Road, Amaranth Lane to S. Folsom Street	additional 2 lanes	\$1,229,258	\$12,531,747	
		West "A" Street, Coddington to Folsom	2 lanes + turn lanes	\$3,995,200	\$8,536,547	

OPPOSITION

Subject: Comments on the Proposed FY 2017-20 Transportation Improvement Program

From: Adam Rhoads [mailto:adamerhoads@yahoo.com]

Sent: Monday, May 23, 2016 8:42 PM

To: Michael D. Brienzo <mbrienzo@lincoln.ne.gov>; Geri K. Rorabaugh <grorabaugh@lincoln.ne.gov>; Jane Raybould <JRaybould@lincoln.ne.gov>; jturincs@hotmail.com

Subject: Comments on the Proposed FY 2017-20 Transportation Improvement Program

Adam Rhoads
5111 W Sumner Cir (68522)
402-617-5214
adamerhoads@yahoo.com

May 23, 2016

Dear Mr. Brienzo,

I am writing in response to the comment period for the 2017-20 Transportation Improvement Program (TIP). I am against the proposed TIP and recommend the Planning Commission request the MPO remediate the plan to deliver the West A Street Project (0768) as identified in the 2016-19 CIP or sooner.

As a resident in the West A Street area that uses West A Street daily, I can attest this road is in terrible condition and is a danger to those who use it. Pedestrians are at risk due to the lack of shoulders, often seeing children walking or biking down the road. The ruts, when even a small amount of rain occurs, can collect on the roadway and cause great concerns for hydroplaning. The traffic, especially during commuting times back up significantly on Coddington and West A. Area residents have voiced these concerns over and over and are reinforced by the city maintained webpage on this project.

I have two young daughters (ages 2 and 4) that my wife and I drive with on this street every day. Many times I have been concerned for their safety and well-being while driving due to road conditions. Also, I enjoy biking and by using West A can be to the local market area in 10 minutes, and into Lincoln proper in 20 minutes. I rarely do this though because I am genuinely concerned I am going to be run over.

Below are some details on this project provided by a neighborhood leader:

"In the 2016-2019 TIP, the West A Street project was allocated (all amounts are thousands of dollars) \$659.6 for preliminary engineering and \$5,962.6 for construction in 2018-19 with a funding source of wheel tax revenue. In the proposed 2017-2020 TIP, this has now shifted to \$1,563.3 in 2018-19, \$891.4 for 2019-20 and no longer shows ANY construction. The corresponding CIP for 2014-20 shows the commitment for 2017-18 at \$659.60 and 2018-19 at \$5,962.60 with a funding source of City Wheel Tax Revenue. The 2016-22 CIP shows the majority of funding from "City Wheel Tax, Residual" with no real funding starting until 2018-19. The TIP now shows 14th/Warlick/Old Check Road allocated \$6,986.3 in 2018-19 and \$3,358.0 in 2019-20, and Rokeby Road from 70th to 84th allocating \$1,785.0 in 2016-17, neither of which were listed as separate projects in the previous TIP and CIP. Numerous City officials and elected representatives have clearly identified this as a priority project, but it is constantly put off. The planned 400+ unit apartment complex directly on West A Street will exacerbate an already identified need. David Cary (the planning director) mentioned pushing back this project until 2021 during city council testimony on 3/29/2016, councilman Eskridge summed up our concerns best stating "well that is just too long".

Residents were previously told by city officials that it was a 'good thing' that the West A Street project was identified as a separate project in the 2016-19 TIP, because it means it is getting priority. As the new proposed plan shows - it doesn't mean anything. The planning department is once again pushing back a project that was originally placed in the CIP in 2004 - twelve years is more than long enough to meet an identified need, and to push it back further only reinforces our belief that the planning process is failing this section of town. Pushing this project back another two years out of the first two years of the new CIP, there will be no commitment in the city budget which is only committed for the first two years and will increase the likelihood this project will get pushed back in future TIP/CIPs. We have already seen this occur. We

hope you, as the planning commission take the neighborhood complaints about this lack of improvement, the previous plan, and longevity of the identified need, and request the MPO Technical committee remediate the proposed TIP and subsequent CIP to address our concerns and maintain or expedite the schedule laid out in the 2016-19 TIP - it is time for this project to become a higher priority and we hope you will agree."

Thanks for considering my concerns.

Adam

Michael D. Brienzo

From: Hansen, Matthew <Matthew.Hansen@IGT.com>
Sent: Monday, May 23, 2016 10:41 AM
To: Michael D. Brienzo; Geri K. Rorabaugh
Cc: Jane Raybould
Subject: Comments on the Proposed FY 2017-20 Transportation Improvement Program

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

PPS, I am unable to attend the Planning Commission public hearing on 5/25 and request it be included as written testimony to the meeting.

MATTHEW A. HANSEN
2401 SW 35TH CT, LINCOLN NE, 68522
402-435-6505
matthew.hansen@IGT.com

May 23, 2016

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I am writing in response to the comment period for the 2017-20 Transportation Improvement Program (TIP).
I am against the proposed TIP and would recommend the Planning Commission request the MPO remediate the plan to deliver the West A Street Project (0768) as identified in the 2016-19 CIP or sooner.

As a resident in the West A Street area that uses West A Street daily, I have seen first-hand the issues with the road way. Pedestrians are at risk due to the lack of shoulders and sidewalks, often seeing children walking or biking down the road. The ruts, when even a small amount of rain occurs, can collect on the roadway and cause great concerns for hydroplaning. The traffic, especially during commuting times back up significantly on Coddington and West A. Area residents have voiced these concerns over and over and are reinforced by the city maintained webpage on this project.

In the 2016-2019 TIP, the West A Street project was allocated (all amounts are thousands of dollars) \$659.6 for preliminary engineering and \$5,962.6 for construction in 2018-19 with a funding source of wheel tax revenue. In the proposed 2017-2020 TIP, this has now shifted to \$1,563.3 in 2018-19, \$891.4 for 2019-20 and no longer shows ANY construction. The corresponding CIP for 2014-20 shows the commitment for 2017-18 at \$659.60 and 2018-19 at \$5,962.60 with a funding source of City Wheel Tax Revenue. The 2016-22 CIP shows the majority of funding from "City Wheel Tax, Residual" with no real funding starting until 2018-19. The TIP now shows 14th/Warlick/Old Check Road allocated \$6,986.3 in 2018-19 and \$3,358.0 in 2019-20, and Rokeby Road from 70th to 84th allocating \$1,785.0 in 2016-17, neither of which were listed as separate projects in the previous TIP and CIP. Numerous City officials and elected representatives have clearly identified this as a priority project, but it is constantly put off. The planned 400+ unit apartment complex directly on West A Street will exacerbate an already identified need. David Cary (the planning director) mentioned pushing back this project until 2021 during city council testimony on 3/29/2016, councilman Eskridge summed up our concerns best stating "well that is just too long".

Residents were previously told by city officials that it was a 'good thing' that the West A Street project was identified as a separate project in the 2016-19 TIP, because it means it is getting priority. The planning department is once again

pushing back a project that was originally placed in the CIP in 2004 - twelve years is more than long enough to meet an identified need, and to push it back further only reinforces our belief that the planning process is failing this section of town. Pushing this project back another two years out of the first two years of the new CIP, there will be no commitment in the city budget which is only committed for the first two years and will increase the likelihood this project will get pushed back in future TIP/CIPs. We have already seen this occur. We hope you, as the planning commission take the neighborhood complaints about this lack of improvement, the previous plan, and longevity of the identified need, and request the MPO Technical committee remediate the proposed TIP and subsequent CIP to address our concerns and maintain or expedite the schedule laid out in the 2016-19 TIP - it is time for this project to become a higher priority and we hope you will agree.

Sincerely,

Matthew Hansen

IGT Senior Information Technology Specialist Nebraska Data Center
[Providing services for State of Nebraska Lottery]



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OPPOSITION

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) (PUBLIC HEARING/ACTION 5/25/16)

Subject: Comments to Planning Commission RE: Transportation Improvement Program - West A Street project.....

From: Michael D. Brienzo
Sent: Tuesday, May 24, 2016 1:29 PM
To: Geri K. Rorabaugh <grorabaugh@lincoln.ne.gov>
Subject: FW: West A Street project.....

From: Robin Kozisek [<mailto:Robin.Kozisek@megroup.com>]
Sent: Thursday, May 19, 2016 3:52 PM
To: Michael D. Brienzo <mbrienzo@lincoln.ne.gov>
Subject: West A Street project.....

I am a neighbor in this area, and wanted to re-iterate what another of our representatives shared with us. This is bureaucracy at its best evidently. Do those other areas have a GREATER need, or just deeper pockets, someone pulling the strings harder? I don't know how this works, all I know is that no one is taking the WEST A project seriously. They just keep shuffling it around. We deserve answers as to why this keeps happening. West A is getting more and more car traffic, let alone bicycle traffic and there is NO WHERE SAFE FOR THEM TO BIKE as there aren't even shoulders. I drive West A every single day, and have done so for the past 19 years now.....enough is enough!

West A Street - TIP Comment Period

cross-posted this to the West A Neighborhood Association Facebook page:

I just received this via email - I would strongly encourage you to submit your comments using the mechanisms below, or the West A Street project will be indeed delayed once again. Here are some of my own notes from the TIP when I was reading through it that I had sent the planning director for which I have not yet received a response:

In the 2017-2020 TIP – **the following projects were added that did not appear in the 2016-19 TIP:**

- 14th/Warlick/Old Cheney Road – 6,986.3 in 2018-19 and 3,358.0 in 2019-20

- Rokeby Road from 70th to 84th – 1,7850 in 2016-17 – Why was this added with funding before the West A Street project when it didn't appear in the previous TIP?

Pine Lake Road, 61st to Hwy 2 – The previous TIP showed this project going until 2018-19. In the new TIP an additional 3,530.8 was shifted from 2018-19 into 2017-18. Why was this funding moved forward when it could have been used to start other projects?

West A Street from SW40th to Folsom – This project had 659.6 allocated in 2017-18 and 5,962.6 in 2018-19 in the 2016-19 TIP. This has now shifted back 1,563.3 to 2018-19 and 2019-20 in the 2017-2020 TiP. The total in the previous TIP was 6,652. The total shown in the new TIP is now 2,454.7. The previous TIP showed construction starting in 2018-19 and there is no construction shown in the new TIP. **Why was this pushed back?**

ROBIN KOZISEK BA, LEED GREEN ASSOCIATE

Project Coordinator (Associate)

d: 402 858 2111

Check out: forte.megroup.com



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OPPOSITION

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) (PUBLIC HEARING/ACTION 5/25/16)

Subject: Comments to Planning Commission RE: Proposed FY 2017-20 Transportation Improvement Program

From: Michael D. Brienzo

Sent: Tuesday, May 24, 2016 1:28 PM

To: Geri K. Rorabaugh <grorabaugh@lincoln.ne.gov>

Subject: FW: Comments on the Proposed FY 2017-20 Transportation Improvement Program

From: John Turincs [<mailto:jturincs@neb.rr.com>]

Sent: Tuesday, May 24, 2016 7:32 AM

To: Michael D. Brienzo <mbrienzo@lincoln.ne.gov>

Cc: Geri K. Rorabaugh <grorabaugh@lincoln.ne.gov>; jane@brstores.com

Subject: Comments on the Proposed FY 2017-20 Transportation Improvement Program

I am writing in response to the comment period for the 2017-20 Transportation Improvement Program (TIP).

In general, I believe the LRTP and TIP process should be modified to include a document detailing changes from plan to plan. This should include a detailed list of changes from the previous plan including, but not limited to

1. Changes in project dates and if changed why they have been changed
2. Changes in project priority and why priority has been modified (including the adoption date by the MPO Technical Committee or whomever approved the change)
3. Changes in funding sources for projects

I believe the compilation of this information will aid in transparency and provide better communication about changes to the plan to the interested stakeholders and should not impose any significant additional burden – this information should already be known in order to make modifications to the existing plan.

In addition, I believe the timing should be such that the feedback from the public is provided to the planning commission at the same time as the plan is up for discussion. The current time table requests comments to be submitted by May 31, 2016 for consideration at the June 2, 2016 MPO Technical Advisory Committee, but the Planning Commission is holding the public hearing on May 25, 2016. I think it would be beneficial for the Planning Commission to see the same feedback as that provided to the Technical Advisory Committee. It appears that the MPO encourages public participation, so I believe it would be helpful if the planning department collects testimony during planning commission and city council meetings. I personally have submitted testimony about this issue in 2014, wrote numerous communications to city council officials and have seen other individuals testify about this issue. These comments should be collected during the course of the year and added to the MPO, rather than restricting comments to a specific request for comments to a proposed TIP.

I am against the proposed TIP and would recommend the Planning Commission request the MPO remediate the plan to deliver the West A Street Project (0768) as identified in the 2016-19 CIP or sooner.

As a resident in the West A Street area that uses West A Street daily, I have seen first-hand the issues with the road way. Pedestrians are at risk due to the lack of shoulders, often seeing children walking or biking down the road. The ruts, when even a small amount of rain occurs, can collect on the roadway and cause great concerns for hydroplaning. The traffic, especially during commuting times back up significantly on Coddington and West A. Area residents have voiced these concerns over and over and are reinforced by the city maintained webpage on this project. Residents have taken videos of the road during rainstorms illustrating how quickly this becomes a dangerous situation. In the "fast facts" produced by the public works department, I do not believe a "slippery when wet" sign is an adequate interim solution, and given the background public works staff and the city engineer received of neighborhood concerns through written communications and direct contact at a neighborhood association, I consider the suggestion as disingenuous.

In the 2016-2019 TIP, the West A Street project was allocated (all amounts are thousands of dollars) \$659.6 for preliminary engineering and \$5,962.6 for construction in 2018-19 with a funding source of wheel tax revenue. In the proposed 2017-2020 TIP, this has now shifted to \$1,563.3 in 2018-19, \$891.4 for 2019-20 and no longer shows ANY construction. The corresponding CIP for 2014-20 shows the commitment for 2017-18 at \$659.60 and 2018-19 at \$5,962.60 with a funding source of City Wheel Tax Revenue. The 2016-22 CIP shows the majority of funding from "City Wheel Tax, Residual" with no real funding starting until 2018-19.

The TIP now shows 14th/Warlick/Old Check Road allocated \$6,986.3 in 2018-19 and \$3,358.0 in 2019-20, and Rokeby Road from 70th to 84th allocating \$1,785.0 in 2016-17, neither of which were listed as separate projects in the previous TIP and CIP. Numerous City officials and elected representatives have clearly identified the West A Street project as a priority, but it is constantly delayed. In this instance it is quite obvious to me that the funding for West A funding of wheel tax revenue has been shifted directly to 14th & Warlick (this project was unfunded in the previous TIP but now has City Wheel Tax allocated to it in an amount similar to what was allocated to the West A Street project in the same project year(s)). The point is not that the Warlick project is unimportant – it is, but the fact that the West A Street project has been in the CIP/TIP since 2004 and is constantly pushed back, and what we see with the proposed TIP, it is being pushed back again. All systems operating under capital budgeting constraints should always take time into account to ensure no identified needs go unmet.

The planned 400+ unit apartment complex directly on West A Street will exacerbate an already identified need. David Cary (the planning director) mentioned pushing back this project until 2021 during city council testimony on 3/29/2016, councilman Eskridge summed up our concerns best stating "well that is just too long".

I believe the MPO should take these concerns seriously as part of their commitment to the public participation and revise the proposed TIP to finally address the long-awaited identified transportation needs in this area.

Sincerely,

John Turincs
3747 W Springview Rd
Lincoln, NE 68522
402.435.4477

OPPOSITION

TRANSPORTATION IMPROVEMENT PLAN (TIP) (PUBLIC HEARING/ACTION 5/25/16)

Subject: Comments to Planning Commission RE: Proposed FY 2017-20 Transportation Improvement Program - West A
Attachments: CR to PC re TIP 5-24-16.pdf

From: cynjurgs@aol.com [mailto:cynjurgs@aol.com]

Sent: Tuesday, May 24, 2016 2:54 PM

To: Michael D. Brienzo <mbrienzo@lincoln.ne.gov>; Geri K. Rorabaugh <grorabaugh@lincoln.ne.gov>

Cc: Jane Raybould <JRaybould@lincoln.ne.gov>

Subject: Proposed FY 2017-20 Transportation Improvement Program

I am unable to attend the Planning Commission public hearing on Wednesday, May 25th. Please see the attached letter for your consideration.

Thank you,
Cindy Jurgens

ERIC AND CINDY JURGENS
2646 WEST GARFIELD STREET
LINCOLN, NEBRASKA 68522
CYNJURGS@GMAIL.COM
402-742-7459

May 24, 2016

Lancaster County Planning Commissioners
555 South 10th Street
Lincoln, NE 68508

RE: Proposed FY 2017-20 Transportation Improvement Program

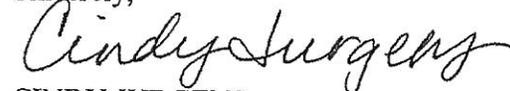
Dear Planning Commissioners:

I am writing in response to the comment period for the 2017 – 20 Transportation Improvement Program (“TIP”). Please reconsider the proposed TIP to update and include the West A Street Project.

As a resident of the West A Area, I keep thinking – be patient, our time will come....we are done being patient! This is absolutely ridiculous. We now have developers that have to wait to develop. Whereas in other parts of the City I feel that you have a build it and they will come attitude. The Southwest Area and the West A Area in particular has been passed over too many times and is now beyond the “deserved attention” – it is in “dire need of attention!”

Roper Elementary School is the largest in the City and yet we don’t have any connectivity to it through our neighborhoods. We have the beautiful Pioneers Park at our doorstep that no one can get to safely unless we drive to it, how unfortunate. It’s time to look at the hidden gem we all know is here because we have found it with our neighbors – we just need you to help us complete it with our sidewalks and streets. Please, now is the time to make this a high priority!

Sincerely,


CINDY JURGENS

Michael D. Brienzo

From: Karen Heng <kheng@neb.rr.com>
Sent: Monday, May 30, 2016 4:15 PM
To: Michael D. Brienzo; Geri K. Rorabaugh; Jane Raybould
Subject: Subject: Comments on the Proposed FY 2017-20 Transportation Improvement Program

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Karen Heng
1909 SW 36 ST
Lincoln, NE 68522
(402)326-1297
kheng@neb.rr.com
May 30, 2016

I am writing in response to the comment period for the 2017-20 Transportation Improvement Program (TIP). I am against the proposed TIP and would recommend the Planning Commission request the MPO remediate the plan to deliver the West A Street Project (0768) as identified in the 2016-19 CIP or sooner.

As a resident in the West A Street area that uses West A Street daily, I have seen first-hand the issues with the road way. Pedestrians are at risk due to the lack of shoulders, often seeing children walking or biking down the road. The ruts, when even a small amount of rain occurs, can collect on the roadway and cause great concerns for hydroplaning. The traffic, especially during commuting times back up significantly on Coddington and West A. Area residents have voiced these concerns over and over and are reinforced by the city maintained webpage on this project.

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Residents were previously told by city officials that it was a 'good thing' that the West A Street project was identified as a separate project in the 2016-19 TIP, because it means it is getting priority. As the new proposed plan shows - it doesn't mean anything. The planning department is once again pushing back a project that was originally placed in the CIP in 2004 - twelve years is more than long enough to meet an identified need, and to push it back further only reinforces our belief that the planning process is failing this section of town. Pushing

this project back another two years out of the first two years of the new CIP, there will be no commitment in the city budget which is only committed for the first two years and will increase the likelihood this project will get pushed back in future TIP/CIPs. We have already seen this occur. We hope you, as the planning commission take the neighborhood complaints about this lack of improvement, the previous plan, and longevity of the identified need, and request the MPO Technical committee remediate the proposed TIP and subsequent CIP to address our concerns and maintain or expedite the schedule laid out in the 2016-19 TIP - it is time for this project to become a higher priority and we hope you will agree.

Sincerely,

Karen Heng

Michael D. Brienzo

From: Michael D. Brienzo
Sent: Wednesday, June 01, 2016 11:43 AM
To: 'Cruz, Kelsey M'
Subject: RE: NCDHH Public Comment

Kelsey,

The City of Lincoln and the MPO has an Accommodation Policy for document availability and public hearings. All planning documents are available in the Lincoln-Lancaster Planning Department for public review and all key documents are posted on the MPO web page. We also ensure the public's access to and participation in all public meetings. If any person requires special accommodation in order to participate, we will do all that we can, within reason, to accommodate that individual.

ACCOMMODATION NOTICE

The City of Lincoln complies with Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973 guidelines. Ensuring the public's access to and participating in public meetings is a priority for the City of Lincoln. In the event you are in need of a reasonable accommodation in order to attend or participate in a public meeting conducted by the City of Lincoln, please contact the Director of Equity and Diversity, Lincoln Commission on Human Rights, at 402 441-7624 as soon as possible before the scheduled meeting date in order to make your request.

Mike Brienzo, Transportation Planning

Lincoln MPO / Lincoln-Lancaster Planning Department
555 South 10th Street / Suite 213
Lincoln, NE 68508

Phone: (402) 441-6369
email: mbrienzo@lincoln.ne.gov



From: Cruz, Kelsey M [mailto:kelsey.cruz@nebraska.gov]
Sent: Friday, May 27, 2016 12:25 PM
To: Michael D. Brienzo <mbrienzo@lincoln.ne.gov>
Subject: NCDHH Public Comment

The Nebraska Commission for the Deaf and Hard of Hearing (NCDHH) would like to provide public comment to the 2017-2020 Transportation Improvement Program (TIP), per the request of the Lincoln Metropolitan Planning Organization (MPO).

NCDHH requests involvement and participation in providing resources and information for accessible communication for Lancaster county area residents who are Deaf or Hard of Hearing. Should a communication issue arise that impacts transportation for those who are Deaf or hard of Hearing, it is important that NCDHH is involved. The main goal is for collaboration with the Lincoln MPO in an effort to work toward equality and accessibility for all in Nebraska.

##

Please let me know if you have any questions. Thank you

Kelsey Cruz

Public Information Officer

Nebraska Commission for the Deaf and Hard of Hearing

www.ncdhh.nebraska.gov

(402) 471-3593



Michael D. Brienzo

From: Michael D. Brienzo
Sent: Monday, June 06, 2016 3:59 PM
Subject: MPO Response to Public Comments on West 'A' Street Project
Attachments: West A Street Fast Facts_May 2016.pdf; LRTP Table 14a.pdf

Lincoln Metropolitan Planning Organization

Lincoln-Lancaster Planning Department
555 South 10th Street - Suite 213
Lincoln, Nebraska 68508
(402) 441-7491

June 6, 2016

The MPO Response to Public Comments on the Proposed FY 2017-20 Transportation Improvement Program

The **Lincoln Metropolitan Planning Organization** requested Public Comments on the Proposed FY 2017-20 Transportation Improvement Program (TIP). Comments were received by email and in person at the Lincoln/Lancaster County Planning Commission public hearing on May 25, 2016 in the Council Chambers, located at the County-City Building, 555 South 10th Street, Lincoln, Nebraska. All comments received were also provided to the Lincoln MPO Technical Advisory Committee on June 2, 2016 for consideration in their review of the Proposed FY 2017-20 TIP and are included in the proposed TIP Comments section.

Individual Comments Referencing the West 'A' Street Project:

1. Adam Rhoads
5111 W Sumner Cir
Lincoln NE 68522
2. John Turincs
3747 W Springview Rd
Lincoln NE 68522
3. Matthew A. Hansen
2401 SW 35th Ct
Lincoln NE 68522
4. Robin Kozisek BA,
LEED GREEN ASSOCIATE
Project Coordinator (Associate)
5. Cindy Jurgens
2646 West Garfield Street
Lincoln NE 68522
6. Karen Heng
1909 SW 36 ST
Lincoln, NE 68522
7. Mark Antonson
1521 S.W. 30th Street
Lincoln NE 68522

Staff Response to Comments:

Quality input and discussion was received concerning the timing of the programming of construction for the West 'A' Street Improvement Project, SW 40th Street to Coddington Ave. to Folsom Street. The primary concern is that this project is not progressing to construction in a timely manner. Discussion referenced programming of this project from previous CIP/TIPs, FY2004-05 CIP and again in the FY2014-16 CIP. This project was not shown in FYs 2005 through 2013. The West 'A' Street Improvement Project is currently in the proposed FY2016-18 CIP and proposed FY2017-19 TIP. See attached Fact Sheet.

The primary reason for the delay in programming has been the lack of funding to meet all of the street improvement needs in Lincoln. A bond issue was proposed in 2004/05 that would have included funding for this project, but when it failed to pass in a city-wide vote, projects were removed from the TIP/CIP in order to maintain fiscally constrained programs. The City of Lincoln moved ahead with the Coddington Ave. Improvement Project that was seen as a higher priority and delayed the West 'A' Street Project.

The West 'A' Street Improvement Project is divided into two segments in the adopted 2040 Lincoln MPO Long Range Transportation Plan, 1.) SW 40th Street to Coddington Ave. in the Plan to be constructed in 2019 and 2.) Coddington Ave. to Folsom Street in the Plan to be constructed in 2025. See attached Table 14, *Roadway Capital Projects from the Long Range Transportation Plan*.

The Lincoln/Lancaster County Planning Commission and the Lincoln MPO Technical advisory Committee reviewed the schedule for this project and encouraged staff to find a way for advance the timing of this project. The City of Lincoln Public Works Department added additional local funds to this project in order to begin project design a year earlier than scheduled, FY 2017/8, with ROW to follow in FY 2019/20 and construction to begin in FY2020/21. The *proposed* FY 2017-20 Transportation Improvement Program report is located on the Lincoln MPO web page, <http://www.lincoln.ne.gov/city/plan/mpo/tip/tip17/index.htm>.

Mike Brienzo, Transportation Planning

Lincoln MPO / Lincoln-Lancaster Planning Department
555 South 10th Street / Suite 213
Lincoln, NE 68508

Phone: (402) 441-6369

email: mbrienzo@lincoln.ne.gov



MEETING RECORD

NAME OF GROUP: PLANNING COMMISSION

DATE, TIME AND PLACE OF MEETING: Wednesday, May 25, 2016, 1:00 p.m., Hearing Room 112 on the first floor of the County-City Building, 555 S. 10th Street, Lincoln, Nebraska

MEMBERS IN ATTENDANCE: Cathy Beecham, Michael Cornelius, Tracy Corr, Maja V. Harris, Chris Hove, Jeanelle Lust, Dennis Scheer, and Ken Weber (Lynn Sunderman absent); David Cary, Steve Henrichsen, Paul Barnes, Michael Brienzo, Tom Cajka, Rachel Jones, Brian Will, and Geri Rorabaugh of the Planning Department; media and other interested citizens.

STATED PURPOSE OF MEETING: Regular Planning Commission meeting

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

DRAFT FY2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR LINCOLN METROPOLITAN PLANNING ORGANIZATION (MPO). PUBLIC HEARING BEFORE PLANNING COMMISSION: May 25, 2016

Staff recommendation: General Conformance with the Long Range Transportation Plan, as amended.

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

There were no ex parte communications disclosed.

Staff presentation: Michael Brienzo of the Planning Department came forward to state the TIP is brought forward every year to coordinate with State and other agency project programming. The document is fiscally constrained and the focus is Federal funding and projects of significant size that need to be coordinated. We also included locally-funded projects for coordination, where there is more flexibility. Federal funding needs to be tied down. All of the projects are identified in the Long Range Transportation Plan. There are rehabilitation projects that are not called out specifically, as well as safety and maintenance projects. This is a 4-year document. The State Department of Roads brings forward a project program every year. We coordinate with all of the agencies and any that will use Federal funds, including the NRD, and smaller communities also include projects. It is before Planning Commission for public review. We ask the Planning Commission to review for Conformity with the LRTP. The Planning Commission recommendation is forwarded

onto the MPO Technical Advisory Committee, who will develop a final TIP that is forwarded to the policy oversight committee (the Officials Committee) that takes action. That will be forwarded onto and be included in the State TIP. This replaces the current TIP document and becomes effective on October 1st.

Lust asked to be walked through the West A Street project because earlier she thought it was already programmed. She wondered about the concern of neighbors. Brienzo said the neighbors would like to move more quickly through the process than it has. We are dealing with funding and the staging of the engineering and design, how it will be phased and the construction. There will be a study beginning in 2018-19, the acquisition of right-of-way in 2019-20, and then construction can begin in the 5th year.

Beecham asked if it was slated earlier in the last TIP. Brienzo said it was programmed differently. It did not have specifics on right-of-way or year of construction. For programming issues and how projects have developed, it is slated in the 5th year.

Beecham said we recently had a proposed development come through and she believes that City Council put that on hold because of the concerns with West A. She wondered if a situation like that impacts how we prioritize projects in the TIP.

Cary came forward to state that City Council approved the project and the phasing. They said the 2nd phase of construction could not happen until after the improvements to the road, and the applicant agreed to that. Beecham asked whether a development project being placed on hold due to road conditions affects the prioritization of road projects. Brienzo said there are many factors including how quickly we can actually go into construction. One of the issues along this corridor is the right-of-way. Cary added that this project is being considered a committed project, which is a status it has not had before. Beecham asked if it was committed but not funded. Cary said it is not fully funded, but there are a handful of projects that get that status. The reason is it has its funding being pulled together. This project shows up in 2019 in the currently adopted TIP, but the 2nd part is currently shown in 2025. Brienzo said the project has actually moved up in priority. Lust asked if this means it had moved up in priority. Cary said correct. This project has been shown in pieces and parts for years, especially in the CIP. That is what many people have seen and is being questioned.

Corr asked for more clarification about the rights-of-way. Brienzo said it helps the project to move faster if a year is not spent negotiating the acquisition of right-of-way. After the design is done, then you know how much right-of-way is needed and acquisition can begin.

Hove asked when the South Beltway will start. Brienzo said that is being worked on now with the State as the lead agency. The City is providing some funds. They are going through their environmental review and design. It could be ready for construction in 2020. Hove asked if there was any way to move that up. Brienzo said after the environmental review, it must be approved, right-of-way purchased, the design completed, and then

construction can begin. It is on track.

Proponents:

1. Coby Mach, Lincoln Independent Business Association, came forward to say that he wishes to express both support and opposition. He commends City officials for including the South Beltway. The main objection comes from the potential proposed use of \$6 million in COP bonds. Both LIBA and the Lincoln Journal Star have voiced concerns about continued use of this financial tool which is like a credit card with no limits. Most of the projects outlined in the 66-page document are appropriate and need to be done. If we find other concerns, we will bring them to your attention.

Lust asked for further explanation to the opposition of the use of COP bonds. Mach said that when bonds are used to purchase items like street lights, should the City default, those lights can be removed. In 2001, there was \$1.4 million in debt from COP bonding; today we are up to \$42 million. This is done without the vote of the people. Every year the City has to come up with \$800,000 just to pay the interest. There is no issue with using this type of funding, but it should be reserved for times of real need and the debt should be lowered.

Lust asked if the issue was with the funding and not the projects. Mach said that is correct.

Corr asked what funding should be used. Mach said a vote of the people would be the right answer.

Opposition:

1. Mark Antonson, 1521 S.W. 30th Street, came forward to state that he is not asking anyone to move the West A project up, but merely to stand by what the TIP and CIP previously approved. The project has appeared since 2004. It does not do any good if it is always pushed back two years from actually starting. He wondered when it was first included. There were more dollars shown for the project in previous years than what the revised version is showing. He hopes this commission makes good on the promise that was made previously. He wondered what the point of these documents is if the projects are not feasible. He is aware that many of his neighbors agree with him, but many were unable to remain at the meeting this late.

Staff Questions:

Brienzo stated he cannot address what appeared on the 2004 report because he does not have it before him.

Beecham asked what happens if a project gets bumped and how the decision is made to move it forward. Brienzo said he does not know the scope of the project as outlined in

2004. There was no multi-family complex proposed at that time.

Beecham asked if the size of the area school and flooding are considered. Brienzo said Coddington was rebuilt for those reasons a number of years ago. There are also two major pieces of the project, the west segment, but also the east, which is losing its integrity. He can follow up on commitments made in 2004.

Hove asked for more information about the COP bonds. Brienzo said that is out of his purview.

DRAFT FY2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
ACTION BY PLANNING COMMISSION:

Lust moved for a finding of General Conformance with the LRTP, seconded by Cornelius.

Cornelius stated this commission has had briefings on this topic and understands the document. The role of this body is fairly narrow, specific to finding that the contents are in conformance.

Beecham said she feels that certain areas of the City need to grow, but not at the expense of others. She would support the West A project moving up in priority.

Lust said she agrees, but the Planning Commission is being asked if this is in conformance. She believes it is.

Motion carried, 7-0; Beecham, Cornelius, Corr, Harris, Lust, Scheer, and Hove voting 'yes'; Sunderman and Weber absent.

This is a recommendation to the Metropolitan Planning Organization.

MEETING RECORD

NAME OF GROUP: TECHNICAL COMMITTEE MEETING

DATE, TIME AND PLACE OF MEETING: June 2, 2016, 1:30 p.m., Conference Room 113, County-City Building, 555 S. 10th St., Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: David Cary - Director of Planning Dept., Pam Dingman - County Engineer, Paul Barnes and Kellee Van Bruggen of Planning Dept., Brian Praeuner of StarTran; Thomas Shafer, Roger Figard and Randy Hoskins of Public Works Engineering; Thomas Goodbarn and Noel Salac of Nebraska Dept. of Roads; Jon Large of Lincoln Airport Authority; Lynn Johnson of Parks and Recreation; Wynn Hjermsstad of Urban Development; Chad Packard of County Engineer; Gary Bergstrom of Health Dept.; Rick Haden of Felsburg Holt & Ullevig; Justin Luther of Federal Highway Administration; Nancy Hicks of the Lincoln Journal Star; and other interested parties.

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

REVIEW AND ACTION ON THE PROPOSED FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Brienzo stated that the Technical Committee reviewed the proposed 2017-2020 TIP on May 19, 2016. The TIP then went on to Planning Commission for their review on May 25, 2016. A report was distributed that reviews the comments received. Six comments were received, seven in public testimony. Seven comments noted the West "A" Street project. Their primary concern seemed to be that the neighborhood association and residents felt that the project wasn't advancing as quickly as it could. Staff reviewed the information and comments. A report from Public Works was provided. The West "A" Street project was in the 2004-0505 Capital Improvement Program (CIP), but was removed for lack of funding. There were expectations of a bond issue that did not pass at the time. A number of projects had to be removed from the CIP at that same time. Public Works has been working on a list of projects and have arrived at a point where they want to develop the West "A" Street project. The design and engineering will begin in 2018-2019. Thomas Shafer corrected that it will begin in 2017 with construction to start sometime in 2020.

Brienzo continued that he provided the members with a table from the current Long Range Transportation Plan. We appreciate the community's comments. We also received email from

the Nebraska Commission on Deaf and Hard of Hearing. They wanted to make sure we accommodate those who need accommodation. He assured them that the City has an accommodation policy which is published on all agendas. Another set of comments received at the public hearing was from Coby Mach with LIBA (Lincoln Independent Business Association). One comment supported the South Beltway, but also noted opposition to the use of Certificates of Participation Revenue Bonds. Brienzo noted this is not generally an issue, but a matter of programming. Staff will pass this comment onto the administration. He handed out pages of updates and corrections to the proposed TIP. The first correction is regarding the East Beltway Demonstration funds. Public Works would like those funds programmed elsewhere. The Lower Platte South Natural Resources District (LPSNRD) had a couple of updates for the Ped Bike and Trails section. One is regarding Rosa Parks Way. Another is regarding the Salt Creek Levee Trail. It has been reprogrammed and pulled back into the program.

Shafer proposed some amendments to the City of Lincoln: Public Works section. The first amendment is regarding the West "A" Street to show in 2017-2018, \$100,000.00 in local funds to start the design process. Another project is Pine Lake Road from 61st Street to Highway 2. They propose to reduce 2016-2017 by \$1,000,000.00 and to reduce 2017-2018 by \$1,000,000.00 as well. 2018-2019 will show \$2,000,000.00. This will better reflect the cash flow as conceived by the project schedule. These are all Lincoln funds.

Justin Luther questioned if the written comments regarding the proposed TIP were formally responded to. Brienzo replied yes. Staff responded to all comments submitted.

Cary added that at the Planning Commission public hearing on the TIP, there was some discussion and questions regarding the West "A" Street project. He noted that this is a committed project in the LRTP, with expected funding in the near term.

ACTION:

Figard moved approval of the FY 2017-2020 Transportation Improvement Program with the following amendments:

- 1) City of Lincoln: Public Works: 5 - East Beltway, funding removed for demonstration funds;
- 2) City of Lincoln: Public Works: 8 – Pine Lake Road, 61st to Hwy 2, 2016-2017 and 2017-2018 reduced by \$1,000,000.00, 2018-2019 to show \$2,000,000.00.
- 3) City of Lincoln: Public Works: 10 – West "A" Street from SW 40th to Folsom, funding added for \$100,000.00 local funds in 2017-2018;
- 4) Ped, Bike and Trails: 1 – Rosa Parks Way, funding added in 2016-2017;
- 5) Ped, Bike and Trails: 2 – Salt Creek Levee Trail, funding added in 2016-2017.

Motion was seconded by Shafer and carried 14-0: Barnes, Bergstrom, Dingman, Cary, Figard, Goodbarn, Hjermsstad, Hoskins, Large, Packard, Praeuner, Salac, Shafer and Van Bruggen voting 'yes'; Johnson absent at time of vote.

MEETING RECORD

NAME OF GROUP: OFFICIALS COMMITTEE MEETING

DATE, TIME AND PLACE OF MEETING: June 16, 2016, 1:30 p.m., Mayor's Conference Room, County-City Building, 555 S. 10th Street, Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: Roma Amundson, Leirion Gaylor Baird, Mayor Chris Beutler, Roy Christensen and Brandie Neemann; (Todd Wiltgen absent). David Cary, Paul Barnes, Mike Brienzo, Kellee Van Bruggen and Teresa McKinstry of the Planning Dept.; Randy Hoskins of Public Works and Utilities; Pam Dingman of County Engineer's office; Jon Carlson of the Mayor's office; and Khalil Jaber of Nebraska Dept. of Roads.

Mayor Beutler called the meeting to order and acknowledged the posting of the Open Meetings Act in the room.

REVIEW AND ACTION ON THE PROPOSED FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP):

Brienzo stated that the TIP is put together every year. This allows us to coordinate projects with the state, city and county and make sure there are no conflicts. It is a key document for federal funds. Whenever there is federal funding, the first place they look is the TIP. We have worked with all the agencies listed in the TIP. This is a document that has been vetted by the Technical Committee. They review all documents before they come to Officials Committee. Pam Dingman, County Engineer is the current Chair of the Technical Committee. The TIP is a four year program. These are just the key projects. The reason is to let everyone know that these federal funds are being obligated. We work with the state closely on this. This is a fiscally constrained plan.

Gaylor Baird understands that the city Capital Improvement Program (CIP) is six years, with the first two years considered funded. Four years are for planning purposes. The TIP is a four year document. She questioned if federal funds are obligated. Brienzo replied there is a commitment for the funds. Transportation projects seem to take a couple of years. Once a project begins, there is a commitment. Funding sources can change. Federal funds have, as a rule, a twenty percent match. Khalil Jaber added that this is really an intent to commit funds.

Cary added that the Planning Commission reviews the CIP and the TIP. When reviewing the CIP, they look toward the Comprehensive Plan for conformity. They look at the TIP to make sure these projects make sense with the Long Range Transportation Plan (LRTP).

Brienzo pointed out that this document has had public review. Planning Commission held a public hearing on the TIP. It was also reviewed by Technical Committee. All comments and minutes are included in the document. We received several comments. Seven had a focus of West A Street. All comments were addressed. More comments were made by Lincoln

Independent Business Association (LIBA). They supported the beltway, but had an issue with certificates of participation. They weren't entirely opposed but thought when possible, projects should go through a vote process.

Brienzo stated that this will be forwarded to the state to be included in the state TIP and go out for further review. Once approved by the Federal Highway and Transit Administration, it will go into effect October 1, 2016.

ACTION:

Motion for approval of the FY 2017-2020 Transportation Improvement Program made by Christensen, seconded by Gaylor Baird and carried 4-0: Amundson, Gaylor Baird, Mayor Beutler and Christensen voting 'yes'; Neeman and Wiltgen absent.

Gaylor Baird wondered about the funding aspect. Randy Hoskins replied that our funds are tied in with other projects. This is more of a financing tool that we use. Gaylor Baird questioned if more money were to become available, could you look at advancing the West A Street project? Hoskins replied yes.

Brienzo pointed out that seed money was put in 17-18 to begin engineering design. Begin contracting.

Cary added that the West A Street project, along with other projects identified in CIP and TIP, will be identified as committed as we update the Long Range Transportation Plan (LRTP). The commitment is there to get the project fully funded.



U.S. Department of Transportation

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October 14, 2016

Kyle Schneweis, P.E.
Director – State Engineer
Nebraska Department of Roads
Lincoln, NE

Dear Mr. Schneweis:

**FHWA/FTA Approval of the Nebraska FY 2017-2020
Statewide Transportation Improvement Program**

This letter is to inform you of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) review and approval of the highway and transit projects contained in the Nebraska Department of Roads' (NDOR) FY 2017-2020 statewide transportation improvement program (STIP), as well as the highway and transit projects from the incorporated metropolitan transportation improvement programs (TIPs) for Lincoln and South Sioux City (SIMPCO), Omaha (MAPA), and Grand Island (GIAMPO).

The Draft FY 2017-2020 STIP was available for public comment starting August 15, 2016 running thru August 30, 2016. The Nebraska Department of Roads did not receive any public comments. The MAPA Board of Directors approved the TIP on June 30, 2016 and NDOR approval for inclusion in the STIP was given on August 2, 2016. The Lincoln MPO TIP was approved by the Officials Committee on June 16, 2016 and NDOR approval for inclusion into the NDOR STIP was given on August 2, 2016. The SIMPCO TIP Policy board approved the TIP on July 7, 2016 and on August 2, 2016 NDOR approved the TIP for inclusion into the STIP. The GIAMPO TIP was approved by the Board of Directors on August 23, 2016.

Throughout the year, FHWA and FTA have had ongoing communication with the NDOR, the metropolitan planning organizations (MPOs), and the state's transit agencies. In accordance with 23 CFR Part 450.218(b) and 23 CFR Part 450.334(a), we have determined that the highway and transit projects in the STIP and the metropolitan TIPs are based on a transportation planning process that substantially meets the requirements.

The enclosed planning finding was prepared to demonstrate how the NDOR transportation planning process meets the planning requirements. We would like to highlight that this planning finding contains recommendations which NDOR should ensure are implemented so the transportation planning process continues to be substantially compliant with the regulatory requirements.

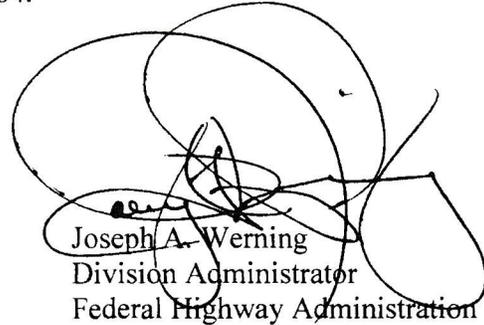
Based on the FHWA and FTA review of the FY 2017 -2020 STIP, the aforementioned monitoring activities throughout the year, the MPO's self-certifications, and the attached planning finding, the FY 2017-2020 Statewide Transportation Improvement Program (STIP) are hereby approved.

If you have any questions or need additional information, please contact Daniel Nguyen, FTA, at 816.329.3938 or Justin Luther, FHWA, at 402.742.8464.

Sincerely,



Mokhtee Ahmad
Regional Administrator
Federal Transit Administration



Joseph A. Werning
Division Administrator
Federal Highway Administration

Enclosure

cc:

Sean Litteral, IA
Kendall Tonjes, NDOR
Greg Youell, MAPA
David Cary, Lincoln MPO
Michelle Bostinelos, SIMPCO
Brad Zumwalt, NDOR
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