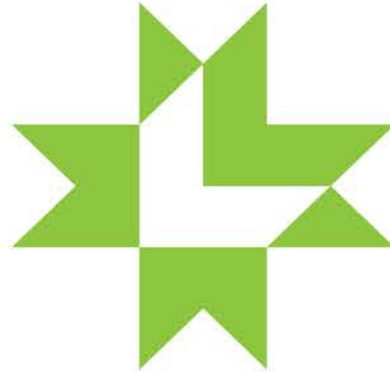


# TAKE GROUP PHOTO OF ACT BEFORE MEETING FOR ANNUAL REPORT



**LINCOLN**  
Transportation and Utilities



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Advisory Committee on Transportation  
October 24, 2024

# Welcome

**Amy Eidenmiller – Co-chair**

**Jeanne McClure – Co-chair**

**Russell Miller**

**Kyle Fischer**

**Rick Krueger**

**Robert Suarez**

**Shea Svoboda**

**Melissa Landis**

**Katie Bohlmeier**

**Alynn Sampson**

**Zachary James**

**Vish Reddi**

**Hunter Traynor**

**Andrew Bateman**

# Charge Statement/Ballot Language

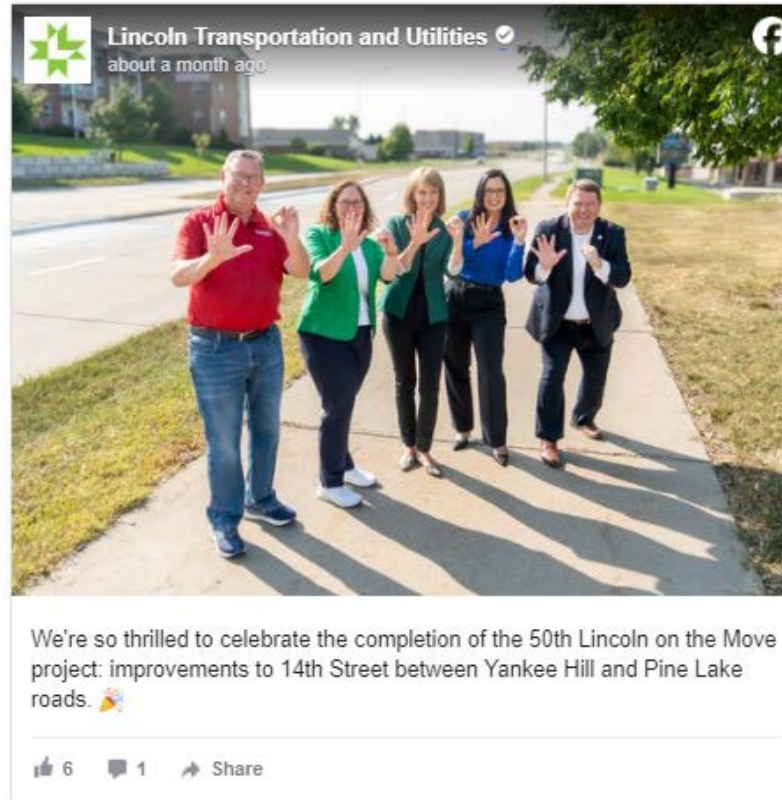
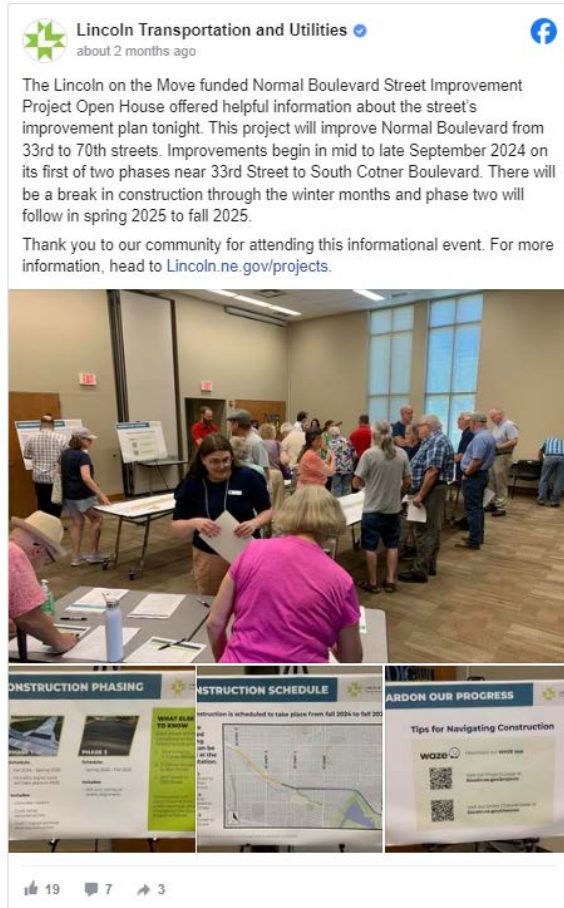
- **Charge Statement:** Provide an additional level of oversight, collaboration and advocacy regarding transportation infrastructure investments that are funded by the additional quarter of one percent sales tax.
- **From Voter-Approved Ballot Language:** The street projects funded by the additional quarter of one percent sales tax shall be determined by the City's Capital Improvement Program with the guidance of a citizen oversight committee appointed by the Mayor to ensure that these tax revenues are spent fairly, efficiently, effectively, and in all quadrants of the City.



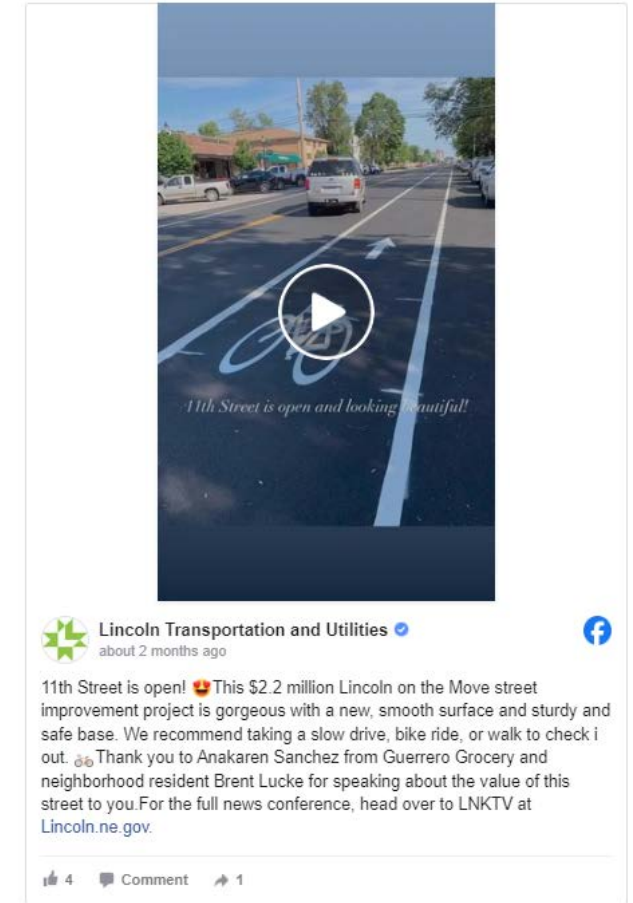
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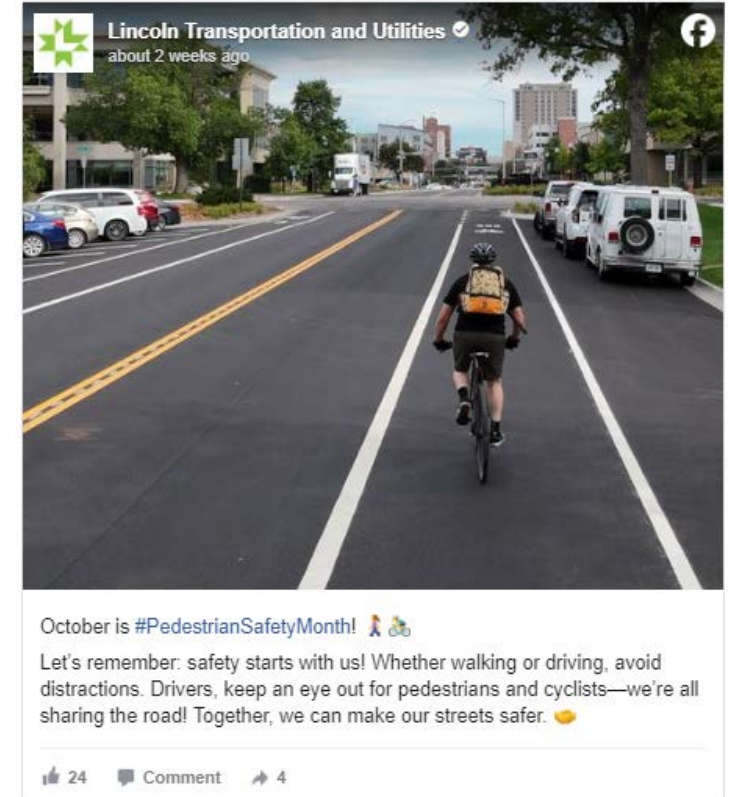
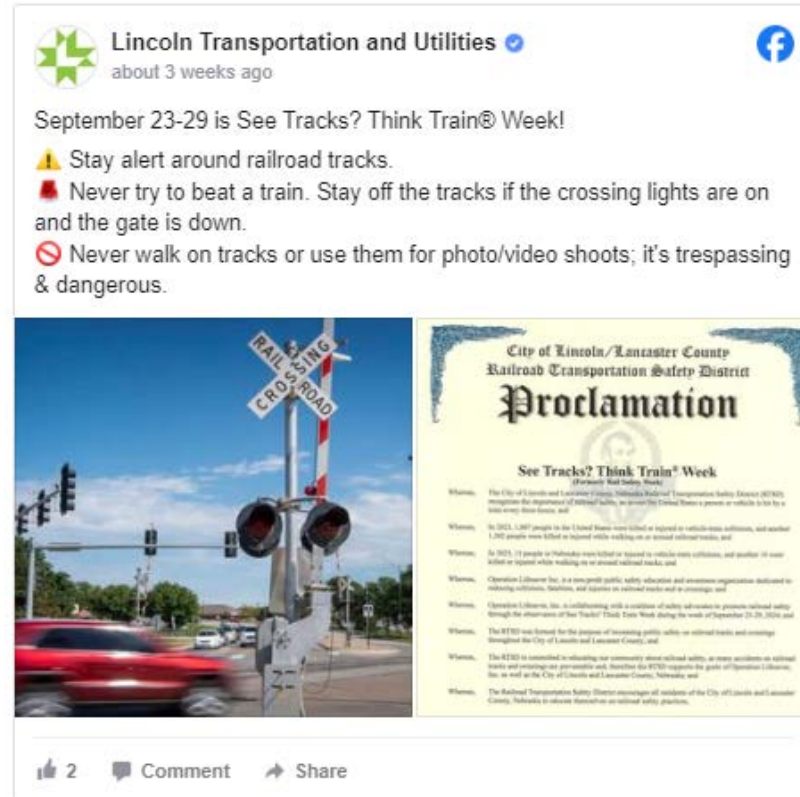
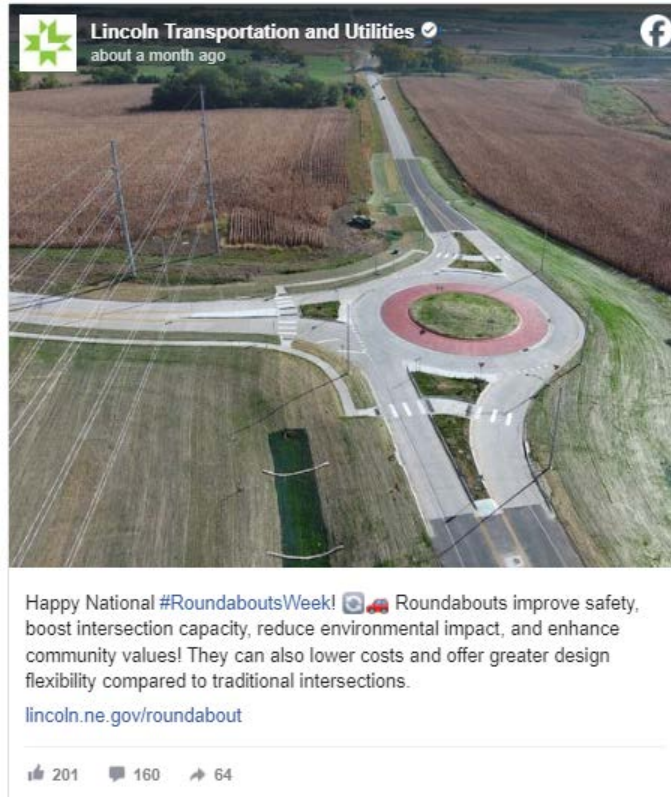
# Around the Community



## Community Outreach



# Around the Community



## Community Education

# Community Kudos...



- Someone called in this morning to compliment the roadwork on Leighton from 56th to 70th. He described it as "the best roadwork he's seen in his entire life" and mentioned that driving on those roads feels like he's in a new city!
- I wanted to send you a note about the Contracting crew that has been working on the water main project in our neighborhood. I live at 2540 S 36 street, near Southeast HS. Mike Will and his crew from Bookstrom Construction has been working all summer on this project. I want to let you know how well they did. I had never heard of Bookstrom Construction before this project. Mike and his crew did an outstanding job. They were professional and courteous and communicated well with me and the neighbors in our neighborhood. Whenever any situation would arise, they would always work with us for the best outcome. I was very impressed by the quality of their work and their attention to detail. The City water main project was not an ideal project to have for an entire summer, but Mike Will and his crew from Bookstrom Construction made it a good experience. I would fully recommend them for any future City projects. They were excellent representatives for the City. Thanks



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# Questions from August Meeting

## **Q: Why doesn't the intersection of 40<sup>th</sup> & Normal have left-turn signals?**

A: The existing infrastructure does not support adding left-turn signal faces along Normal; however, the current Normal Boulevard project will replace the signal at this intersection in 2025. The new signal will add left-turn signal faces where green arrow phases may be used if warranted.

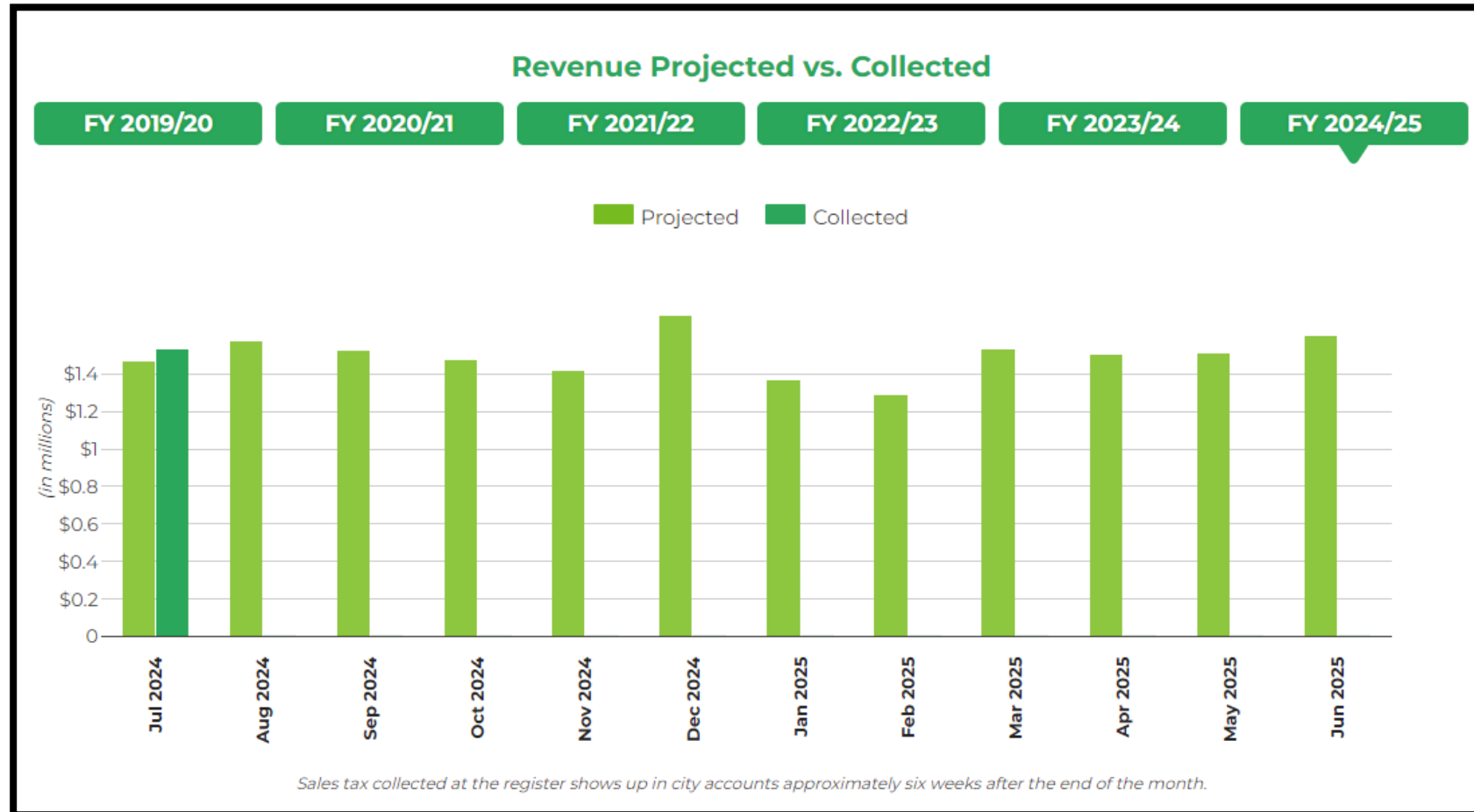
## **Q: Does the developer of the land in the NE corner of 27<sup>th</sup> & Nebraska Parkway have any commitments along 27<sup>th</sup> Street?**

A: No roadway improvements were required as part of the Bishop Heights redevelopment. The developer demonstrated there was zero net new trips to the roadway network.

## **Q: Update and info regarding Downtown Corridors. How much will NDOT Contribute? Limits?**

A: Construction is anticipated to begin mid 2025 and continue to 2026. NDOT is currently taking pavement cores and will make a recommendation based on the information they obtain.

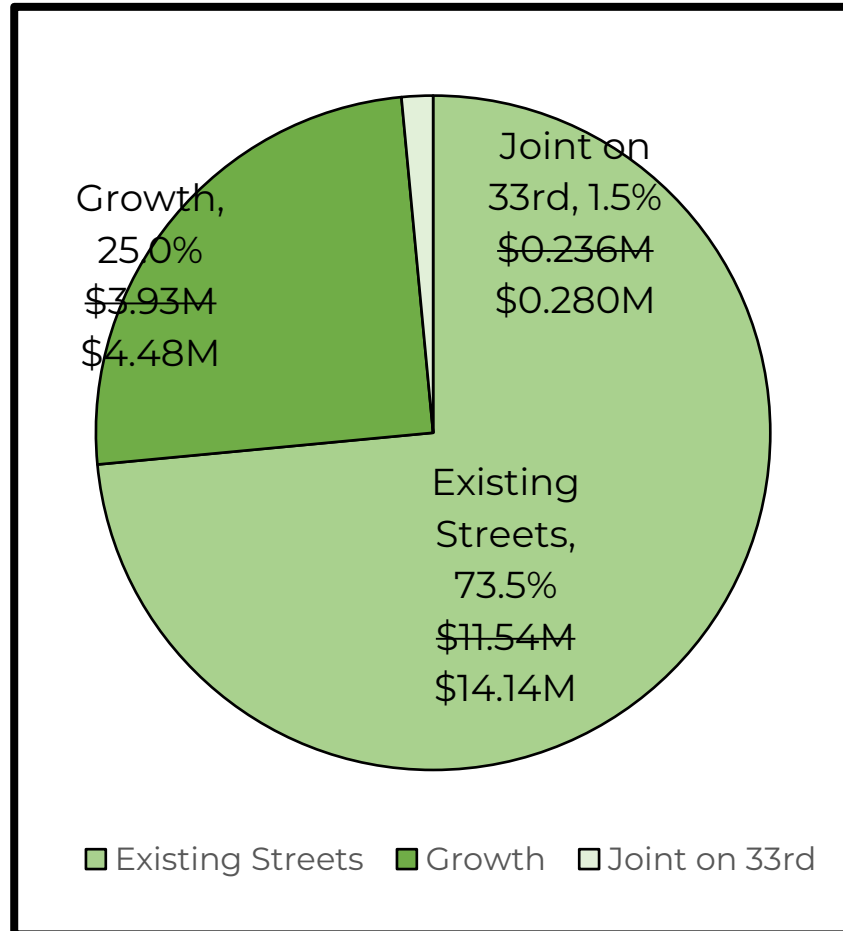
# Revenues



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# FY 23/24 LOTM Funds



- FY 23/24 LOTM projection was \$15.7M
- Through August 2024, collections and interest exceed projections by \$2.2M
- Distributed to the various programs as per the percentages laid out in the Capital Improvement Program
- Each pot earns its own interest
  - \$0.975 M for Existing Streets
  - \$0.381 M for Growth
  - \$0.011 M for Joint with RTSD

Note: City fiscal year runs September 1 thru August 31 each calendar year



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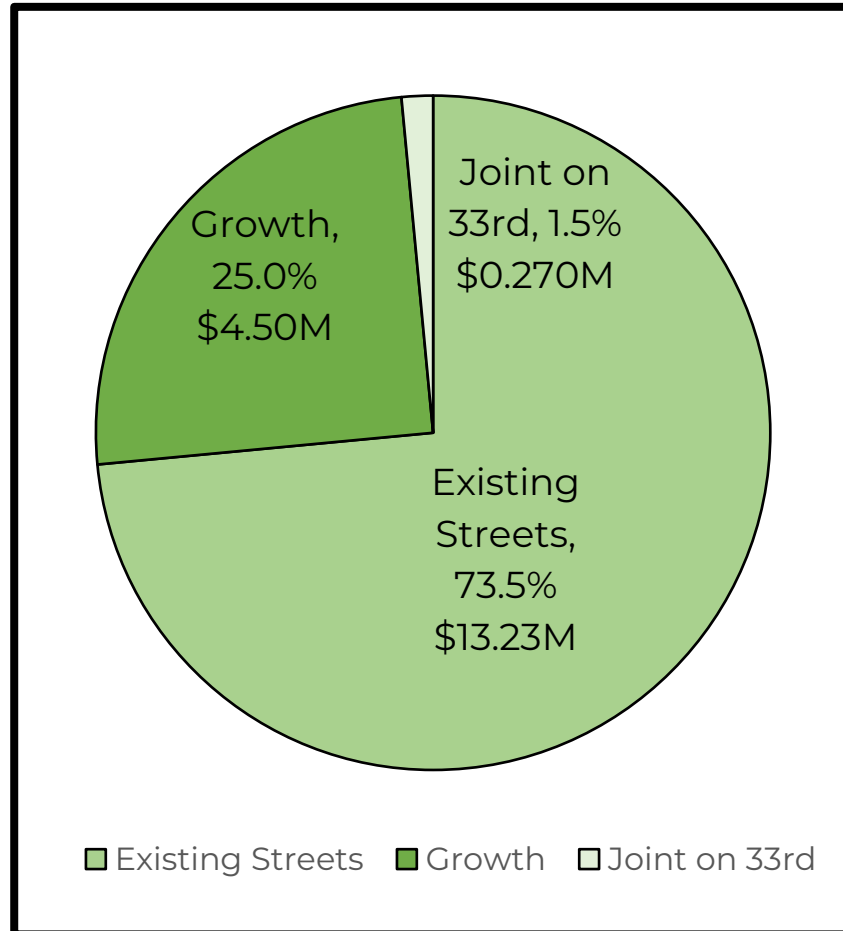


Leighton  
Project  
increases by  
\$650K

Throughout the project, necessary repairs were found to be far more extensive than identified in the original plans.

Multiple locations required adjustments in roadway elevations in order to create positive drainage. These adjustments often necessitated the removals or more curb and base than was anticipated in the design.

# FY 24/25 LOTM Funds



- FY 24/25 LOTM projection is \$18.0M
- First collection exceed projections by \$62,369.25 (4.2%)
- Distributed to the various programs as per the percentages laid out in the Capital Improvement Program

Note: City fiscal year runs September 1 thru August 31 each calendar year



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# 2024 Street Construction - LOTM

## LOTM Arterials

- 48<sup>th</sup>, Leighton to Superior (02/24/23 Bid) ☒
  - Huntington to Madison base repairs & asphalt overlay in 2024
- W. Highland Blvd & W. Fletcher Ave (01/10 Bid) ☒
- 84<sup>th</sup> Street, Pinedale to Sandalwood (02/09 Bid)
- Leighton, 48<sup>th</sup> to 70<sup>th</sup> (03/20 Bid)
- S. 14<sup>th</sup>, Yankee Hill to Pine Lake (03/22 Bid) ☒
- NW 12<sup>th</sup> Adams to Highlands - RR Crossing Removal only (06/12 Bid)
- Normal Blvd, 33<sup>rd</sup> to 70<sup>th</sup> (Fall 2024 start)
- 17<sup>th</sup> Street, A to S (Fall 2024 start from O to S)

## LOTM Residentials

- Country Club Neighborhood (12/07/23 Bid)
- 11<sup>th</sup> Street, South to K (01/05 Bid) ☒



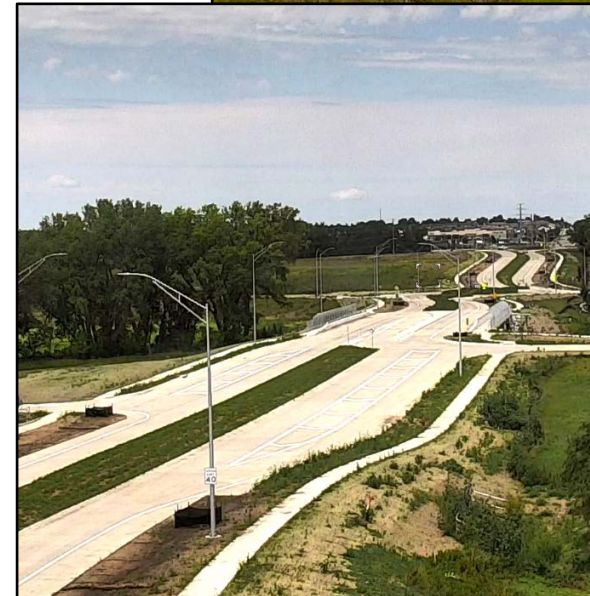
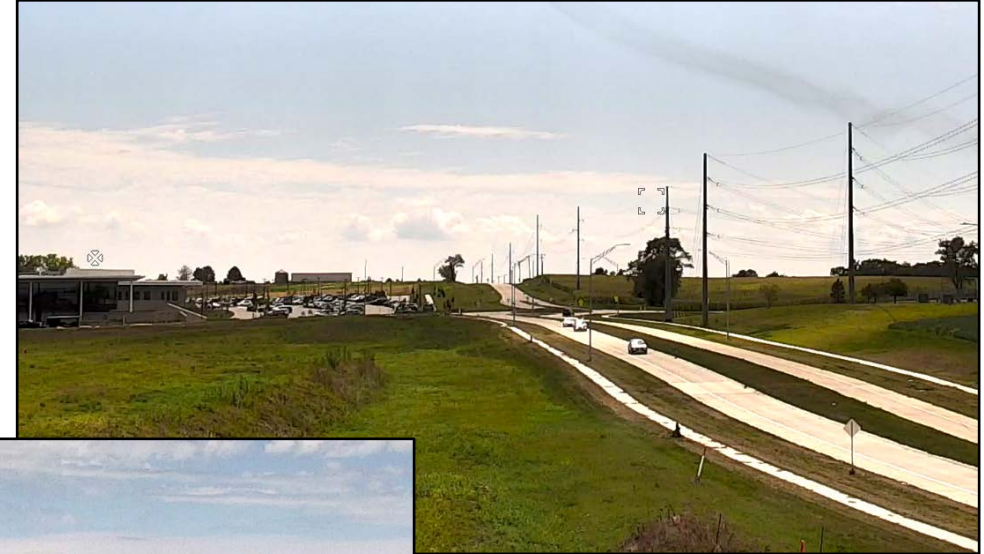
# 2024 Street Construction non LOTM

## Non-LOTM Arterials

- West "A", Coddington to West City Limits (12/14/22 Bid)
- So. 40<sup>th</sup>, Rokeby to Yankee Hill (03/01/23 Bid) ☒
- 66<sup>th</sup>/Cotner/Adams Signal Replacement (Fed Aid – 02/29 NDOT Bid) *Moved to 2025 construction*
- 84<sup>th</sup> & College Park Dr. Signal Replacement (Fed Aid – 02/29 NDOT Bid) *Moved to 2025 construction*

## Non-LOTM Residential/Other Projects

- 16<sup>th</sup> & S Intersection (05/08 Bid) ☒
- 31<sup>st</sup> & Old Cheney RRFB (2024 Bid TBD)



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# 2025 Street Construction - LOTM

## LOTM Arterials

- 48<sup>th</sup>, Leighton to Superior
  - Warranty Repairs
- Normal Blvd, 33<sup>rd</sup> to 70<sup>th</sup> (Fall 2024 start)
- 17<sup>th</sup> Street, A to S (O to S in 2024; A to O in 2025)
- N 33<sup>rd</sup> & Superior to 27<sup>th</sup> & Fletcher
- **84<sup>th</sup> & Van Dorn Intersection**
- Pine Lake, 14<sup>th</sup> to 27<sup>th</sup>
- NW 12<sup>th</sup>, Adams to Highlands
- O Street (Downtown Corridors - TBD)
- 40<sup>th</sup>, A to O

## LOTM Residentials

- Eastridge Neighborhood



# 2025 Construction – non LOTM

- West “A”, Coddington to West City Limits (12/14/22 Bid)
- 66<sup>th</sup>/Cotner/Adams Signal Replacement (Fed Aid – 02/29 NDOT Bid)
- 84<sup>th</sup> & College Park Dr. Signal Replacement (Fed Aid – 02/29 NDOT Bid)
- Adams Street Improvements, 36<sup>th</sup> to 48<sup>th</sup> (Federal Aid)
- S. 56<sup>th</sup>, Spruce to Van Dorn (Federal Aid)
- Nebraska Parkway, 48<sup>th</sup> to 56<sup>th</sup>
- 9<sup>th</sup>/10<sup>th</sup>/A/D Signal bid (construction in 2026 likely) (Federal Aid)
- 31<sup>st</sup> & Old Cheney RRFB
- 1<sup>st</sup> & Oak Creek Bridge (south of 1<sup>st</sup> & Cornhusker)
- Arnold Heights
- Pound Middle School
- Vintage Heights
- 70<sup>th</sup> Street Improvements/Utilities by new facility (Nebraska Department of Corrections)
- S. 14<sup>th</sup> at Jamaica Business Park Intersection Improvements (Developer-driven)
- 104<sup>th</sup> & Van Dorn Intersection Improvements (Developer-driven)
- 33<sup>rd</sup> & Superior Intersection Improvements (Developer-driven)
- 14<sup>th</sup> & Superior Retaining Wall
- StarTran & LTU Sidewalks



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# 2025 Construction – Watermains

- Adams Street Watermain, 36<sup>th</sup> to 41<sup>st</sup> (et al)
- 88<sup>th</sup>/Holdrege/102<sup>nd</sup>/Alvo Watermain (54" & 60" pipes)
- Nebraska Parkway Watermain, Southwood to 27<sup>th</sup> (et al) (Ahead of 2026 roadway)
- 70<sup>th</sup> Street Improvements/Utilities by new facility (Nebraska Department of Corrections)
- 84<sup>th</sup> Street, Rokeby to ½ mile south
- S 27<sup>th</sup> Old Cheney to Jamison (et al) (could move to 2026)
- Van Dorn, 17<sup>th</sup> to Woodsdale (et al)
- M St, 13<sup>th</sup> – 19<sup>th</sup>
- 40<sup>th</sup>, A to O (in conjunction with road project)
- 48<sup>th</sup>, Normal to Cotner (could move to 2026)
- SW 24<sup>th</sup>, A to Millstone, SW 17<sup>th</sup>, SW 16<sup>th</sup>
- W. Dawes, 1<sup>st</sup> to NW 4<sup>th</sup> and W. Nance, NW 7<sup>th</sup> to NW 11<sup>th</sup>



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# 2026 Street Construction - LOTM

- Vine Street, 66<sup>th</sup> to 70<sup>th</sup> – Anticipated scope: reconstruction
- 70<sup>th</sup>, Pioneers to Van Dorn – Anticipated scope: concrete repairs, mill/overlay, inlet top replacements, ADA improvements
- S. 27<sup>th</sup>, Nebraska Parkway to South - Anticipated scope: concrete repairs, mill/overlay, inlet top replacements, ADA improvements
- 48<sup>th</sup>, Normal to Cotner - Anticipated scope: concrete repairs, mill/overlay, inlet top replacements, ADA improvements



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# District 4 – O Street Downtown

- Part of the Downtown Corridors Project led by the Planning Department
- Latest Open House held June 27, 2024
- Corridor Designs available in links found on website: <https://www.downtowncorridorslincoln.com/public-meetings>
- LOTM funding would be used for O Street eligible items only – no streetscape or landscape items
- **\$2.5 M to \$3.0 M of LOTM**

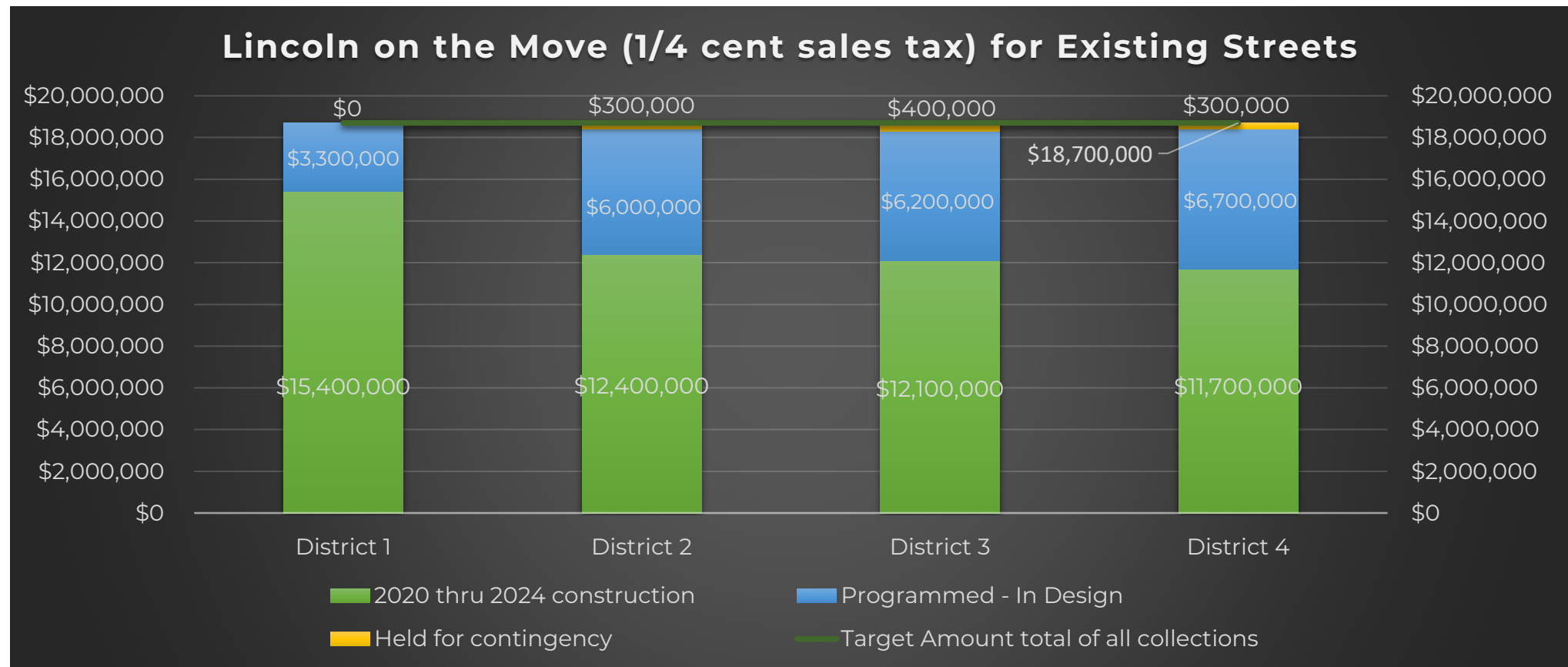


9<sup>th</sup> to Centennial Mall

(9<sup>th</sup> to 11<sup>th</sup> concept shown above)

Collin Christopher, Lincoln Lancaster County Planning Department, [cchristopher@lincoln.ne.gov](mailto:cchristopher@lincoln.ne.gov)

# LOTM Existing Streets Programming



Financials above are based on current estimates. Existing streets projected to collect \$18,671,939.30 per District by end of LOTM collections (November 2025)



# Adopted ACT: 2% Variance

Projection is for Existing Streets is \$74.7 M total

**25% target is \$18.7 M**

**+2% = \$20.2 (+\$1.5 M)**

**-2% = \$17.2 (-\$1.5 M)**

Adopted ACT guidance: For purposes of the LOTM programmed projects, strive for 25% funding split by dollar amount with +/- 2% variance between quadrants of the total amount invested in existing streets only.

**District Four at \$18.0M**

**District Three at \$17.1 M**

**District One at \$18.6M**

**District Two at \$18.4M**

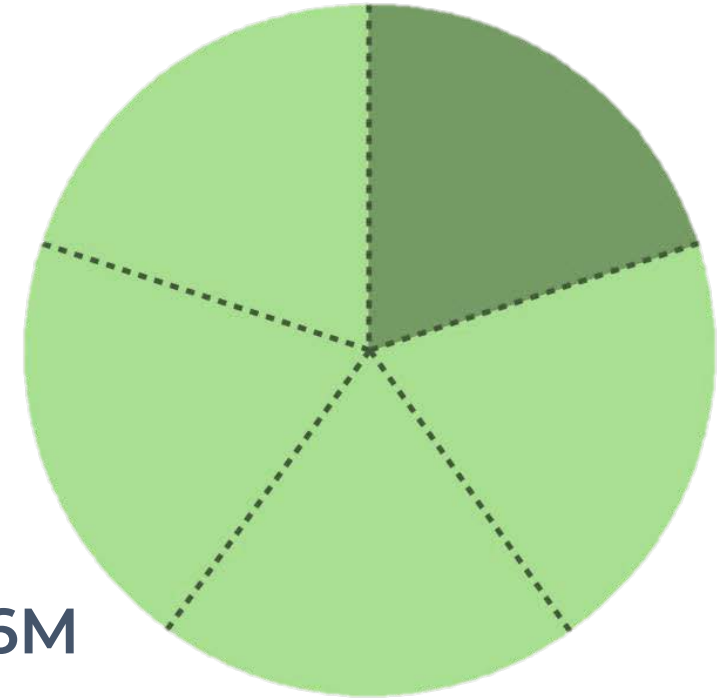


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# Existing Street LOTM Funds vs. Total Funds Invested

LOTM = \$73.3 M vs. Total = \$90.9 M  
approximately 19% to 20% or \$17.6 M is not LOTM



## LOTM Funding Split

District Four at \$18.0M

District Three at \$17.1 M

District One at \$18.6M

District Two at \$18.4M

## Total Funding Split

District Four at \$20.8M

District Three at \$21.6 M

District One at \$24.5M

District Two at \$24.0M



# 84th & Van Dorn Intersection (\$2.3 M)

- **Concerns**

- Signal constructed in 2001 (23 years) – 30+ years expected
- Non-LOTM funding availability to address the \$500,000 to \$2,000,000 in additional costs
- Additional timeline for design, right of way acquisition, pole delivery

- **Existing Operations**

- Regular complains about operations
- 3 of 4 do not have left turn signal heads (short mast arms.)
- Pedestrian issues that are not ADA compliant (new rules fall of 2024)
- Lack of right turn lanes / Signal Operations are degrading

- **Field visit on 9/12/2024 confirmed**

- Existing conduit is at max fill
- Main pull box is over capacity/undersized
- Cabinet would need to be replaced



# District 2 Potential Options

1. Continue with project in 2027+ as Lincoln on Move Funded
  - 70<sup>th</sup> Street work in 2026 would conflict
2. Van Dorn from 70<sup>th</sup> to 76<sup>th</sup>
3. Pine Lake from 27<sup>th</sup> to 32<sup>nd</sup>
4. Find something else for \$1.1 M min. - \$2.5 M max.

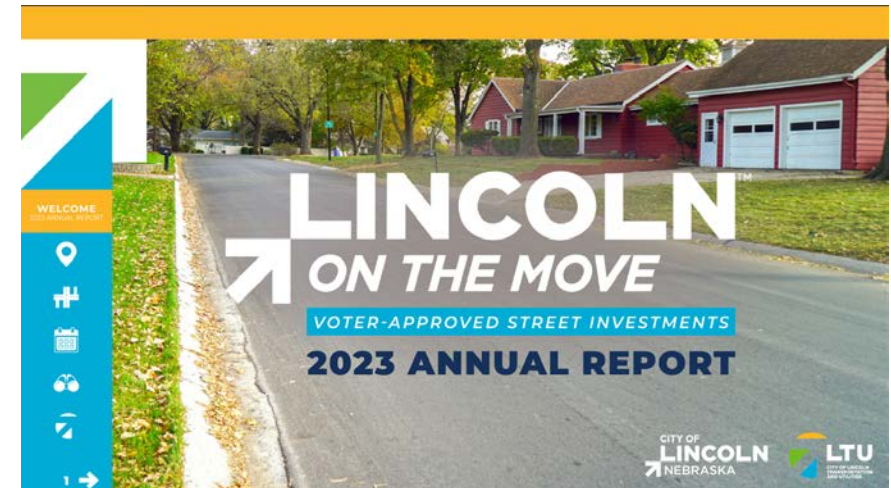


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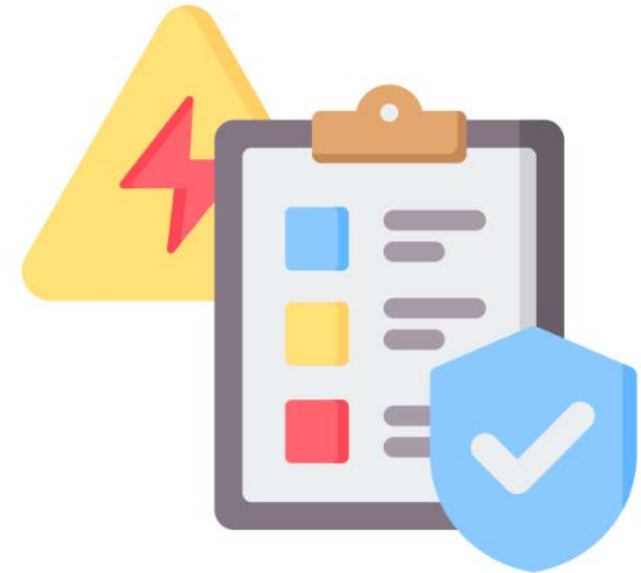
# LOTM Annual Report - YEAR 6

- Continuing to highlight:
  - Past completed streets
  - Year 5 completed streets
  - Year 6 plan for street improvements/growth
  - Increases in material costs
  - Existing (CIP) funding vs LOTM funding
- Expanding the “What’s Next” segment of the report to potentially include:
  - Highlighting the former, current, and future funding gaps for City
  - Highlighting what happens if LOTM disappears
  - **Other ideas?**



# The Stormwater Bond Helps Maintain The Health and Safety of Our Community Members and Their Property

- Prevents and manages flooding
- Reduces pollution in waterways
- Ensures sound infrastructure during rain events
- Improves water quality
- Prevents erosion
- Protects aquatic habitat
- Offers aesthetic and recreational benefits



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Flooding of 48<sup>th</sup> St railroad undercrossing

# Bond Dollars Fund Stormwater CIP Projects That Decrease The Risk of Flooding Across Lincoln

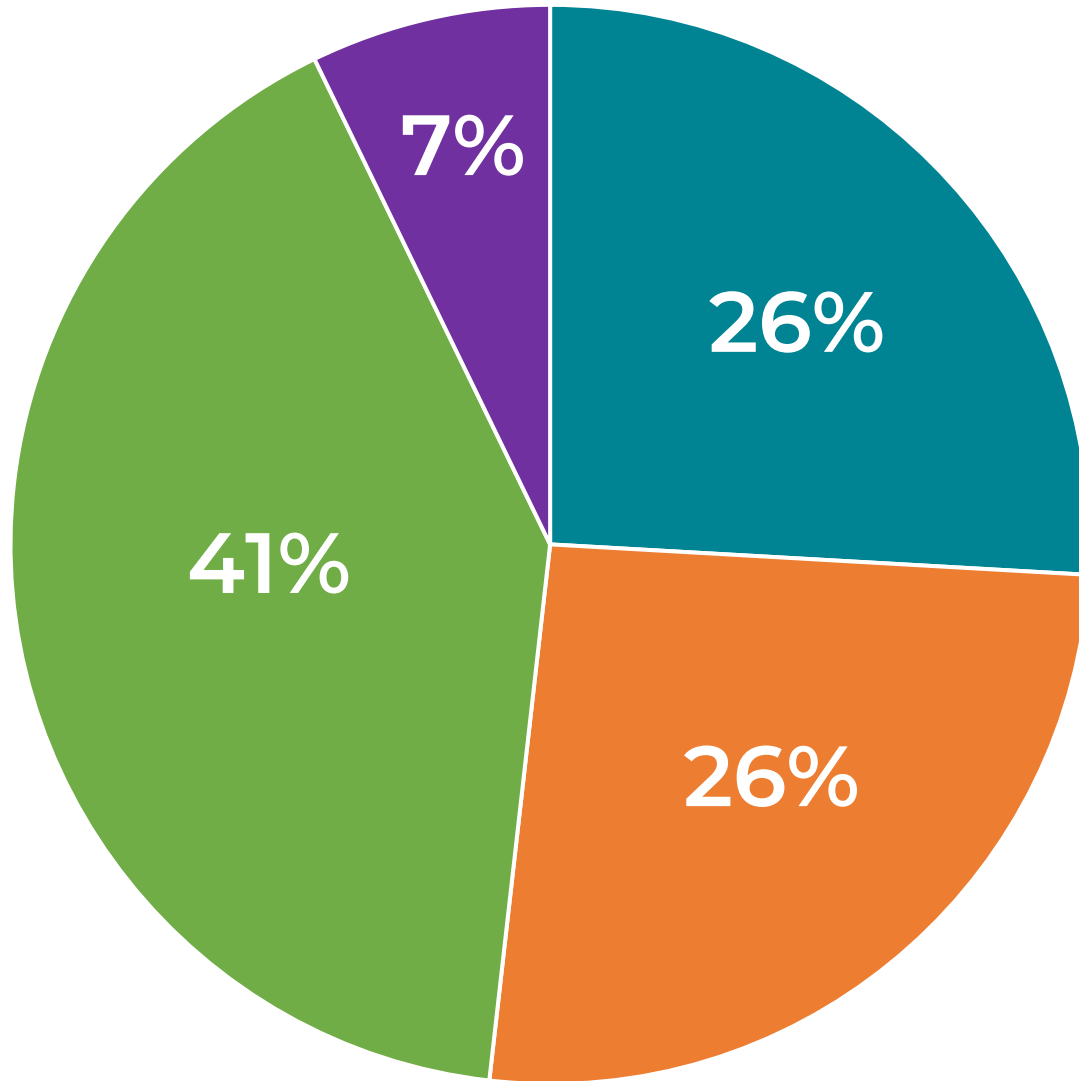
- No other City funds are used for stormwater CIP projects
- Bond dollars leverage funds from federal & state government.
- Bond dollars provide the City's share of funds when partnering with others, such as the Lower Platte South Natural Resources District.

# History of Stormwater Bonds

- 40 years of improvements to help protect Lincoln homes and businesses from flooding and stream erosion.
- 15 bonds have been passed by voters since 1977.
- 9 bonds have been retired.
- 3 of the remaining 6 bonds have been refinanced for lower interest rates.



Flood reduction project on Beal Slough at 14<sup>th</sup> St



Flood Reduction and Floodplain Preservation: \$3.6M

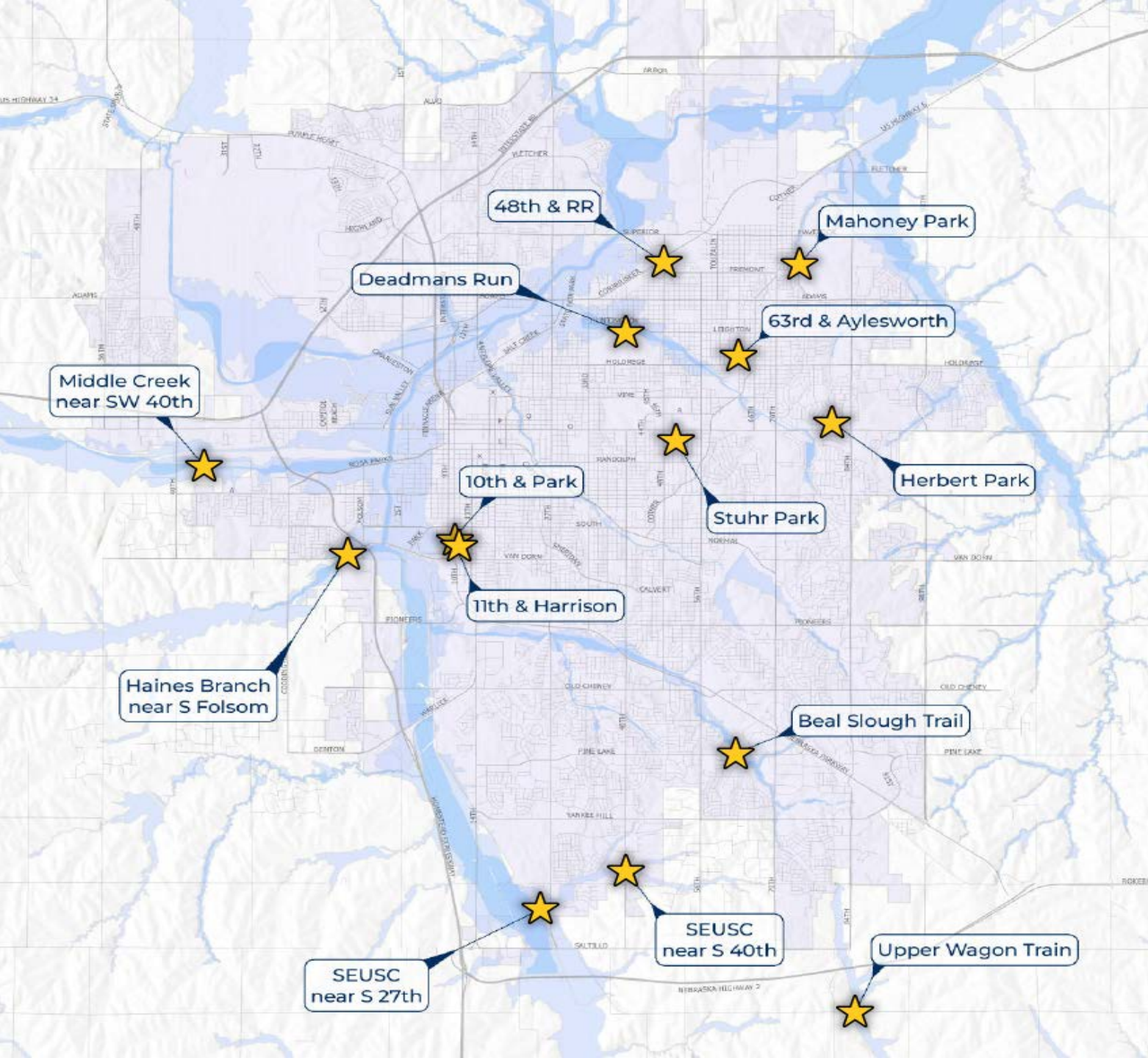
Stream Stabilization: \$3.6M

Urban Drainage Improvements and Studies: \$5.7M

Street Sweepers to Improve Water Quality: \$1M

**TOTAL: \$13.9M**

**COST PER HOUSEHOLD: \$9.65/yr**



# Stormwater Bond Projects Map



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# Stream Stabilization Projects Improve Quality of Environment and Prevent Erosion and Flooding

*(in partnership with Lower Platte South NRD)*

- Haines Branch near South Folsom Street
- Southeast Upper Salt Creek near 27th Street
- Southeast Upper Salt Creek near 40th Street
- Middle Creak near SW 40th Street
- Upper Wagon Train near Bennet Road
- Miscellaneous stream stabilization



Stream stabilization project along Salt Creek

# Parks Drainage Projects Improve Use and Functionality of Infrastructure

- Beal Slough at Pine Lake Trail Underpass Rehabilitation
- Herbert Park Channel Stabilization
- Stuhr Park Channel Stabilization
- Mahoney Park Channel Stabilization



Mud deposited on bike trail along Beal Slough

# Additional Projects Will Continue to Help Manage Flood Risks:

- Urban Drainage Studies
- Street Drainage
- Deadmans Run Flood Reduction Project
- Citywide Inlet Top Repairs
- Street Sweepers



Damaged storm inlet top

# ACT BUSINESS

**Next Meeting:**                    **Thursday, December 12, 2024**  
**Location:** Lincoln Chamber of Commerce  
**1128 Lincoln Mall, Ste 100 with virtual option**  
**Time: 3:00 – 4:30**

Future 2025 Meeting Dates (4<sup>th</sup> Thursdays Monthly thru October, plus mid-Dec)

- January 23<sup>rd</sup>
- April 24<sup>th</sup>
- July 24<sup>th</sup>
- Oct 23<sup>rd</sup>
- February 27<sup>th</sup>
- May 22<sup>nd</sup>
- Aug 28<sup>th</sup>
- March 27<sup>th</sup>
- June 26<sup>th</sup>
- Sept 25<sup>th</sup>
- Dec 11th



# Anything that needs discussed?

