

MAYOR'S NEIGHBORHOOD ROUNDTABLE SUMMARY

February 11, 2019

Tracy Corr opened the meeting on Monday, February 11, 2019 at 5:30 p.m. in the Mayor's Conference Room, City/County/Building, Lincoln, NE.

Attendance

Nine residents and five City staff attended:

Tracy Corr – 40th & A NA
Paul Johnson – East Campus CO
Keith Roland – University Place CO
Fred Freytag – Witherbee NA
Randy Smith – Woods Park NA
Lonnie Burklund – Transportation & Utilities
Wynn Hjermsstad – Urban Development Dept

Jennifer Powell – Country Club NA
Pat Anderson-Sifuentez – Everett NA & NWL
Bill Vocasek – West A NA
Russell Miller – Witherbee NA
Lin Quenzer – Mayor's Office
Miki Esposito – Transportation & Utilities
Mayor Chris Beutler

Welcome & Introductions

Attendees were welcomed and introductions made. Tracy Corr thanked everyone for braving the unpleasant weather. Paul Johnson volunteered to take notes.

Mayor's Comments

Lincoln Electric System (LES) is proposing that they include an annual budget line item for the burial of power lines in phases over time. Over the years, sporadic attention has been given to the idea of putting power lines underground. The interest usually peaks in response to storm damage to overhead power lines. If neighborhoods are interested, the Mayor would be willing to work with LES to prepare a proposal. A partial, draft description of "undergrounding" requirements was discussed.

Lincoln on the Move

Miki Esposito, Director, Lincoln Transportation & Utilities Department: 402-441-6173; mesposito@lincoln.ne.gov and Lonnie Burklund, Assistant Director – Transportation, Lincoln Transportation & Utilities Department: 402-441-7711; lburklund@lincoln.ne.gov. For PowerPoint presentation and Transportation Coalition

Recommendations, see **Attachments 1 and 2**.

Last year, the City of Lincoln and the Lincoln Citizen Transportation Coalition worked to develop ideas and consensus on how to address current and future infrastructure needs. Five months of study by 27 community leaders began with the evaluation of existing conditions. As illustrated on the Street Condition map (**See Attachment 3**), 58% need repair, 29% need rehabilitation, and 13% need reconstruction. There is a \$93 million backlog of new street construction.

Addressing these needs will be expensive and require \$33 million more per year than is currently available. That breaks down into \$21 million for system preservation & maintenance, \$7 million for system optimization, and \$5 million for growth. The Coalition determined that addressing the street infrastructure needs would deliver long-term savings and a street system that would be an asset to the city.

To fund the street repair, rehabilitation and reconstruction, the Coalition is recommending a six-year, additional ¼ percent city sales tax. The ¼ percent tax would raise an estimated \$13 million annually, about 1/3 of which would be from visitors and/or out of town workers. The increase would require voter approval. Once the proposed ballot initiative is prepared, it will be presented to the City Council to approve its inclusion on the April 9th primary election ballot. This approval process will include a public hearing, tentatively sometime in February or early March. If the initiative is placed on the ballot AND if voters approve it, then the tax change would occur on October 1, 2019 and street construction using those funds could begin as early as the mid-2020's.

A Roundtable attendee asked about the possibility of using county wheel tax as a funding source. Esposito replied that county tax funds have to be used for county needs. Even if that would be an option, county wheel taxes do not raise enough money. In addition, city wheel tax is prescribed by ordinance: 14% must be used for residential streets, 36% for arterial streets, and 50% for Operation & Maintenance. Public Works has realigned Operation and Maintenance spending to more evenly benefit all parts of the city.

The Transportation Coalition also recommends:

- Freezing Impact Fee rates for 5 years to make the ¼ percent sales tax more acceptable to developers.
- Distributing 75% of improvement expenditures for existing streets and 25% for new streets. The additional funding would allow services to be delivered at four times the current level resulting in 138 miles of rehabilitated residential streets per year.
- Distributing curb-to-curb projects on existing neighborhood & arterial streets throughout all quadrants of the city.
- Using 1.5% of the funds raised annually for the N. 33 & Cornhusker project.
- Including no sidewalks, trails, traffic signals, bike lanes or other non-paving projects – using the funds raised for streets only.
- Exercising oversight of the use of funds by a committee comprised of citizens appointed by the Mayor, including neighborhood representatives. People interested in serving on this committee should contact Miki Esposito.
- Including all projects in the annual Capital Improvement Plan.
- Reporting annually to the City Council on the use of the funds by the Transportation & Utility Department *[This would be in addition to the \$60 million in regular budget for Operations & Management.]*
- Working to coordinate with other public utility efforts. If possible, streets should not be rehabilitated & then torn up for utility replacement shortly thereafter.

Other miscellaneous information and observations about the proposed ¼ percent sales tax for street needs:

- Go to LincolnOnTheMove.com for information.
- This method of fundraising would require no bonding or bond payments, thus reducing expenses.
- 1800 blocks of neighborhood street rehab will be completed.
- Without a public referendum, approval by a super-majority (5) of City Council would be necessary to raise the city sales tax rate.
- The proposal trades \$1 million of [frozen] Impact fees for \$13 million of sales tax revenue as a compromise.
- Mayor feels that the neighborhoods are in a strong position with this plan.
- Esposito says that improved data collection methods allow better project & progress tracking.
- A point was made that outlying growth in the early 2000's was at the detriment of interior city repair. Esposito said that the later recession reduced growth & allowed more emphasis on current streets.
- The city needs a balance of new growth & old reinvestment. The new growth also needs to fuel old areas.

Announcements

Big Event is April 6 & signup deadline is March 15.

Next Meeting/Agenda

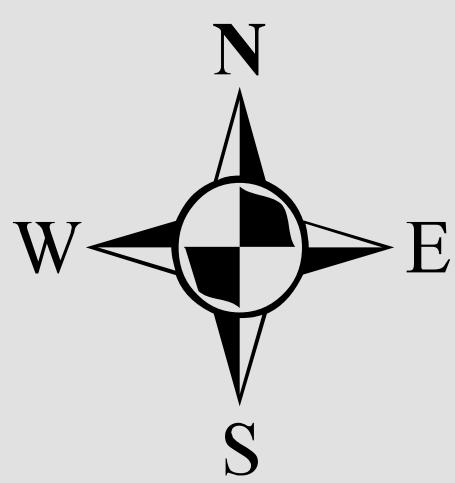
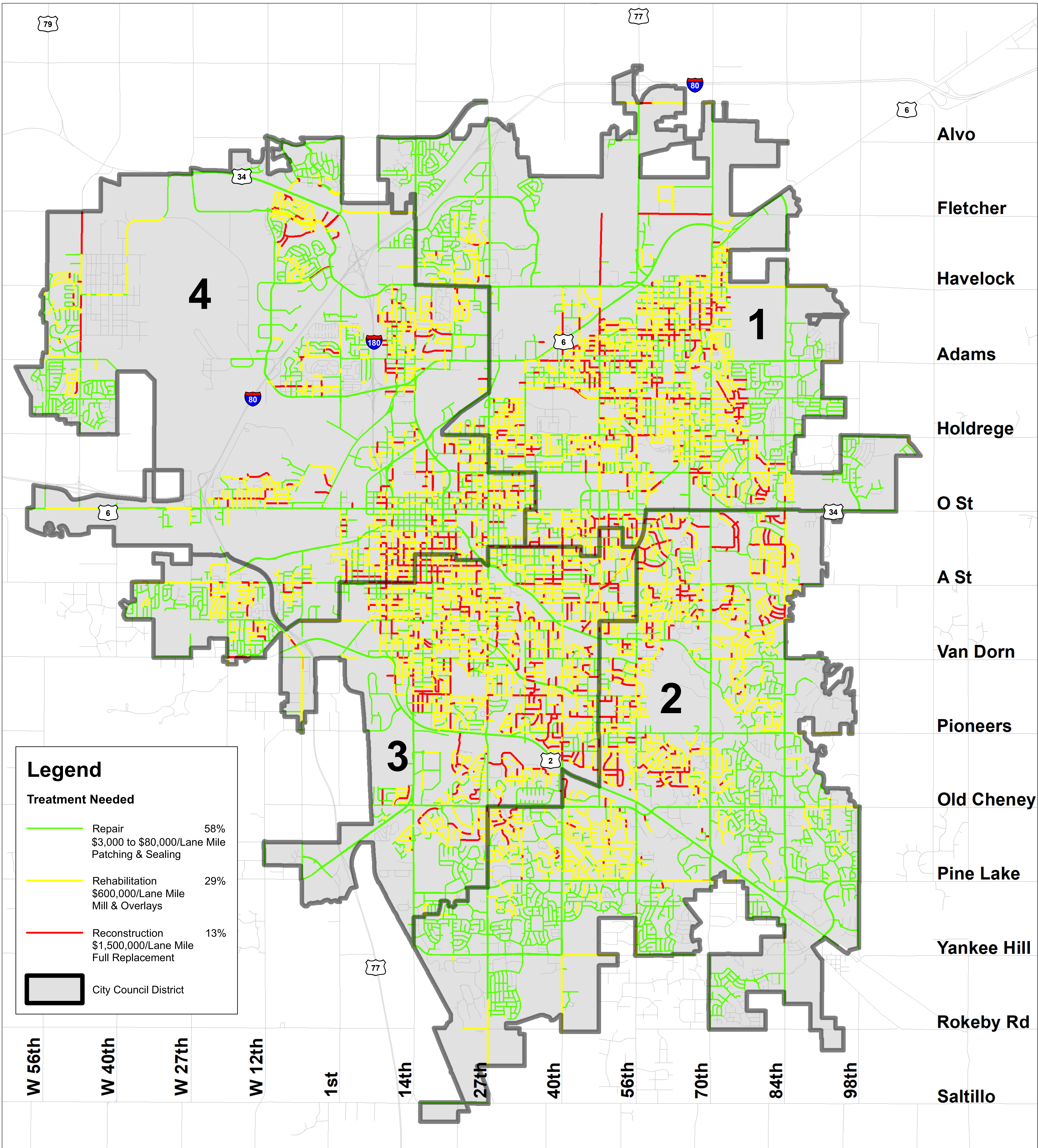
The next meeting of the Mayor's Neighborhood Roundtable will be March 11, 2019 at 5:30 p.m. The topic is TBD.

Adjournment

The meeting adjourned at about 6:30 p.m.

Respectfully submitted, Paul Johnson.

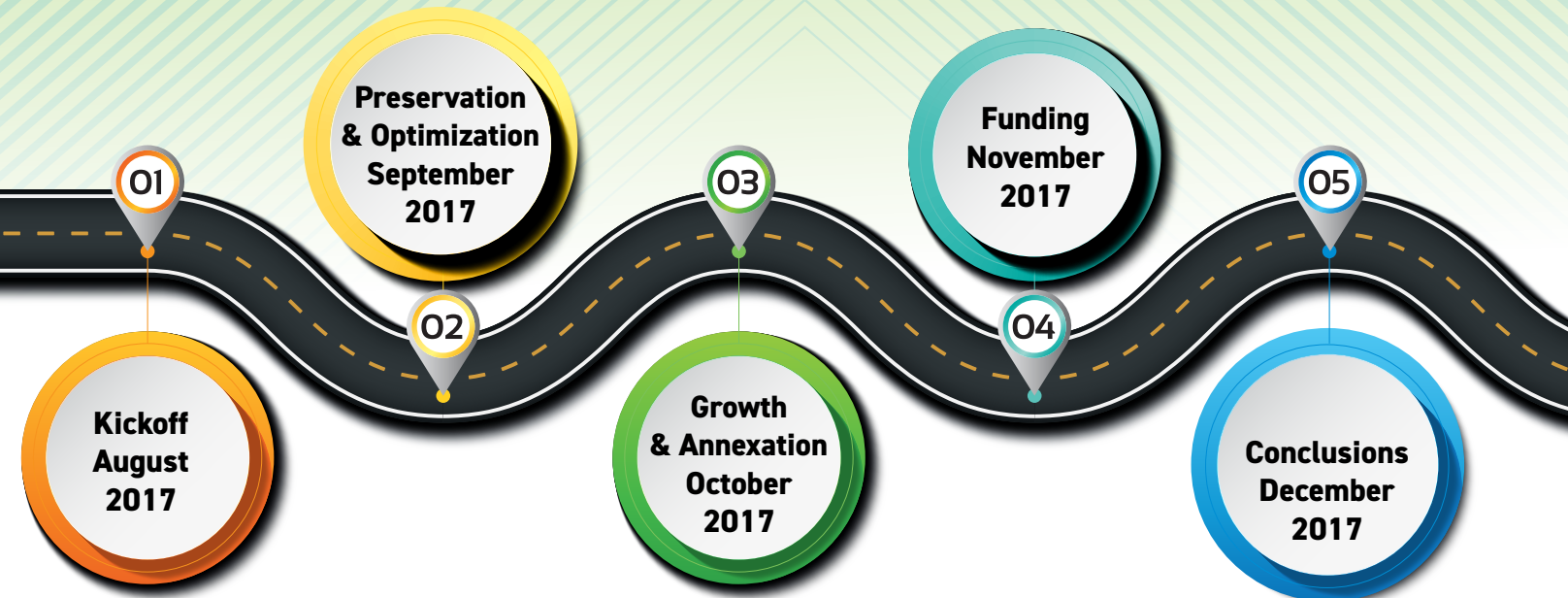
Public Works & Utilities



COALITION MEMBERS

BOB CALDWELL Co-Chair / NEBCO	CARL ESKRIDGE City Council	CYNDI LAMM City Council	MIKE HILGERS State Senator	ADAM MORFELD State Senator
JENNIFER BRINKMAN Lancaster County Commission	PAM DINGMAN Lancaster County Engineer	MIKE DeKALB StarTran Board / NRD	BRUCE BOHRER Chamber of Commerce	KATHY CAMPBELL Former State Senator
LARRY DIX Nebraska Association of County Officials	BRAD HULSE Lincoln First Realty	MARK HUNZEKER Baylor Evnen / LIBA	TOM HUSTON Cline Williams	JEANNE McCLURE American Council of Engineering Companies
JORDAN MESSERER UNL Recreation	RANDY PETERS UNL Engineering	DAN PIATKOWSKI UNL Community and Regional Planning	KIM RUSSEL Bryan Health Systems	JOE SCHULZ Schulz Transportation
LEO SCHUMACHER Lincoln Federal Savings Bank	KATIE WILSON Association of General Contractors	RICK HOPPE Mayor's Office	JON CARLSON Mayor's Office	MIKI ESPOSITO Co-Chair / Public Works & Utilities
DAVID CARY Planning	LONNIE BURKLUND Public Works & Utilities			

COALITION TIMELINE



FIND MORE INFORMATION AT
www.lincolnonthemove.com

TRANSPORTATION STRATEGY RECOMMENDATIONS

ON THE MOVE. TOGETHER.

Lincoln is a growing and thriving city. Our transportation system is the heartbeat that drives us forward. Jobs, public safety, education, healthcare, economic growth — all depend on high-quality infrastructure that delivers people and products safely and reliably to their destinations.

Maintaining, improving and growing our transportation network preserves our personal and economic security and assures that our children and grandchildren have a vibrant community to call home.

Investing in transportation infrastructure is investing in Lincoln's future. Together, we can deliver a system that enhances our quality of life and ability to grow.

This is the charge of the Lincoln Citizens' Transportation Coalition.

Following a robust technical, financial and policy review, the Lincoln Citizens' Transportation Coalition concluded:

\$33 MILLION IN UNMET NEEDS

Lincoln has a gap in funding available to meet its transportation needs through 2040.



\$21 million per year needed for system preservation and street maintenance



\$7 million per year needed for system optimization, like signal upgrades and maximizing traffic flow



\$5 million per year needed for system growth and new streets

RESEARCH EFFORTS

5 Months of Study

14 Peer Cities

24 City Policies and Plans

27 Community Leaders

COST SAVINGS AND BEST PRACTICES

Lincoln must continue to deploy cost-saving measures and industry best practices to deliver high-quality streets at the lowest possible cost.

NEW SOURCE OF REVENUE

Lincoln must help solve the funding gap by pursuing a new source of revenue that contributes \$20 to 28 million per year toward maintaining a safe, reliable transportation network that supports growth.



PRESERVATION

- 2,600 lane miles to maintain
- Bridge and pavement repair
- Street resurfacing

COST: \$600,000 / lane mile of resurfacing



OPTIMIZATION

- 450 traffic signals
- Intersection upgrades / widening
- Multimodal accommodations where appropriate (i.e. bike, pedestrian and transit)
- Signal system enhancements

COST: \$300,000 / signalized intersection



GROWTH

- 120,000 people / 109,000 Jobs by 2040
- New streets
- Smart technologies

COST: \$12 million / mile of new arterial street



STREET BUDGET PER LANE MILE

LINCOLN \$2,400

PEERS \$10,000

Lincoln is doing more with less to preserve and maintain our streets. But as we grow, our needs are outpacing our capacity to deliver more. It's time to invest more in the transportation system to keep Lincoln on the move.

INVEST IN LINCOLN'S FUTURE

DELIVER MORE COST SAVINGS

The City must not rest in finding better, more affordable ways to deliver high-quality service.

- **Keep the good streets good**
Low-cost, regular maintenance extends pavement life and reduces the chance for unexpected, costly repairs.
- **Increase contracting flexibility**
Third-party contracting can reduce response time, focus city resources on strategic priorities, and benefit local businesses.
- **Allow design flexibility**
Street design flexibility gives Lincoln more for its money – reducing lane size from 12 to 11 feet saves \$500,000 / mile in construction costs.
- **Simplify impact fee system**
The City can pool funding from more regions to deliver larger projects.



PURSUE BEST PRACTICES

The Coalition recommended adoption of 24 best practices in its final report, including:

- **Streamline business processes**
Align transportation planning and policies to save city employee, developer, and contractor time and resources.
- **Optimize the existing system**
Invest in efficient signal timing plans and enhance multimodal transportation.
- **Innovation**
Implement new design standards to increase the life of streets and reduce repair needs. Incorporate new technologies.
- **Develop citizen advisory panel**
Citizen input helps identify the right mix of services to meet Lincoln's unique needs.



ADD REVENUE



SOLVE THE GAP

Coalition Recommends

\$20 to \$28 Million

In Local Option Sales Tax

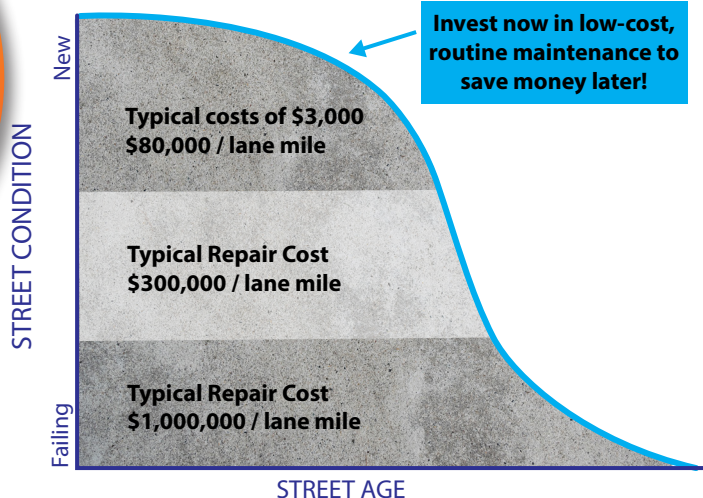
with
No Property Tax Increase
No Wheel Tax Increase



\$33 Million

Through innovation, cost savings and responsible addition of new revenue, Lincoln will close the gap to help make our streets safe, reliable, and ready to grow.

KEEPING GOOD STREETS GOOD



CONCLUSION



100'S

MORE MILES OF SAFER, SMOOTHER STREETS



4X

MORE INTERSECTION UPGRADES



25%

MORE ABILITY TO BUILD STREETS IN GROWTH AREAS

Maintenance and Preservation

Improved processes and new revenue will nearly double the number of streets the City can treat and fix every year. More miles will stay smoother and safer longer.

Optimization

New smart, connected traffic signals, and refined intersection design will help traffic flow better and safer throughout the City. Investments to upgrade our 450 intersections will save residents time and money as they move more efficiently on game day or their morning commute.

Growth

New revenue improves the City's ability to build new streets each year and advance strategic growth priorities. New design standards and inspection processes will improve the City's partnership with private developers.

Better Streets Stronger Future

Quarter Cent Local Option Sales Tax Proposal

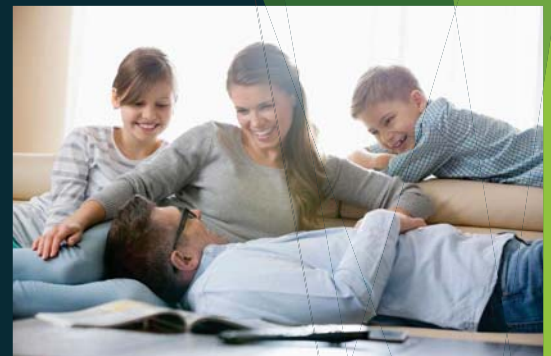
Lincoln Transportation and Utilities

Miki Esposito, Director

Lonnie Burklund, Assistant Director of Transportation

Why Are Streets Important?

- ▶ Lincoln is GROWING AND THRIVING!
- ▶ OUTSTANDING Quality of Life
 - ❖ 3rd Best Quality of Life (NerdWallet.com)
 - ❖ 4th Best City for Renters (SmartAsset.com)
 - ❖ 7th Most Livable State Capitol (SmartAsset.com)
 - ❖ #1 Best Place to Find a Job (AOLJobs.com)
 - ❖ Top 10 Best Downtowns (Livability)
- ▶ Lincoln Streets = Safe, Reliable, Ready to Grow
- ▶ Grow Economy and Jobs



How Are Streets Doing?

► Street Preservation

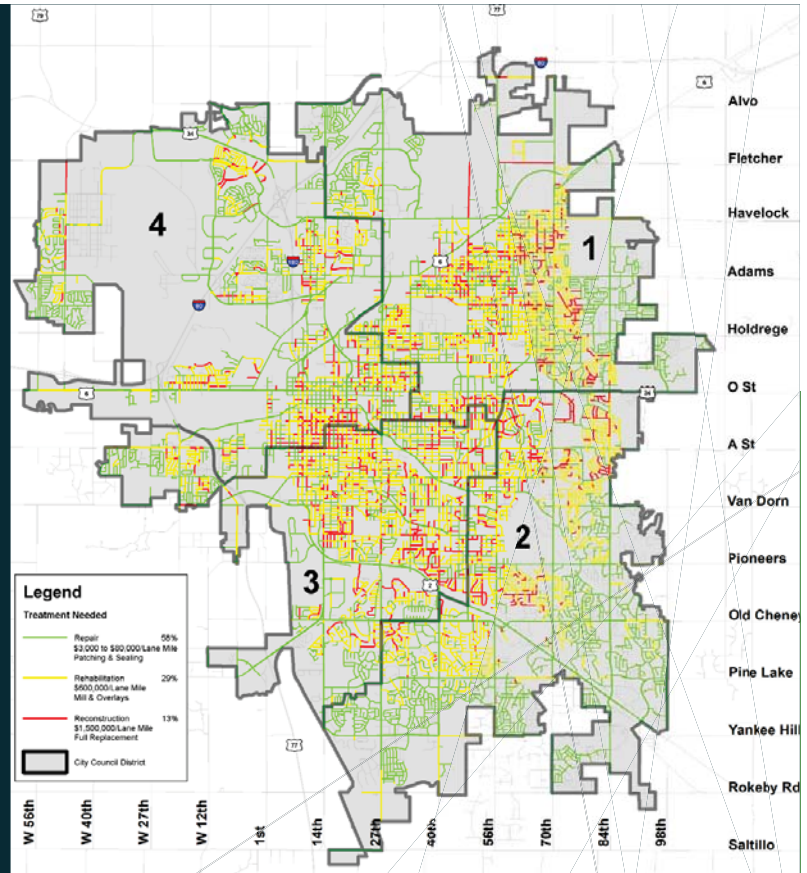
- ❖ 58% Need Repair
- ❖ 29% Need Rehabilitation
- ❖ 13% Need Reconstruction

► Optimization

- ❖ 450 Traffic Signals to Maintain

► Growth

- ❖ \$93M Backlog in New Streets



Why Don't We Have Better Streets?

► Aging Street System

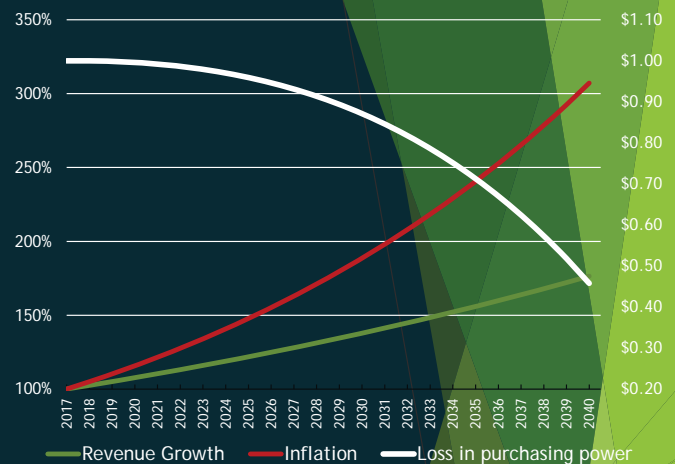
► 5-6% Construction Inflation

- ❖ Increased materials costs
- ❖ Increased labor costs
- ❖ Increased regulation

► The Federal Gas Tax hasn't been raised in 26 years. The rate has been 18.4 cents since 1993.

► Increased Fuel Efficiency = Reduced Motor Fuels Tax Effectiveness

► Lincoln is doing more with less funding and spends 75% less than our peers on maintenance (\$2400 per lane mile vs. \$10,000 per lane mile).



Street Age

Age	Miles	Percent
0 – 5 years	82	5.9
6 – 10 years	140	10.0
11 – 15 years	145	10.5
16 – 20 years	151	10.9
> 20 years	872	62.7

How Do We Make Our Streets Better?

The LINCOLN WAY!

- Lincoln Citizens' Transportation Coalition
 - ❖ 27 Lincoln Leaders
 - ❖ 5 Months of Study
 - ❖ Complete System, Policy, Funding and Process Review
 - ❖ 14 Peer Communities
 - ❖ 24 COST SAVING Recommendations
 - ❖ 19 are complete or underway, including an Oversight Committee



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How Much Does It Cost To Fix Our Streets?

PRESERVATION



2,600 Lane-Miles to Maintain
Bridge and Pavement Repair
Street Resurfacing

Example Cost

\$600,000 / lane-mile
to resurface a street

OPTIMIZATION



450 Traffic Signals
Intersection Upgrades and Widening
Bicycle, Pedestrian and Bus improvements
Single System Enhancements

\$300,000 / signalized
intersection upgrade

GROWTH



BY 2040:
120,000 New People
109,000 New Jobs
New Streets
Smart Technology

\$12,000,000 / mile of
new 4-lane arterial street

What Is The Funding Gap? \$33M per year



100s

More miles of safer, smoother streets



4X

Intersection upgrades



+25%

Ability to build streets in growth areas

\$21 million per year

for system preservation and maintenance

\$7 million per year

for system optimization, like signal upgrades and maximizing traffic flow

\$5 million per year

for system growth and new streets

What Did The Coalition Recommend?

INVEST IN LINCOLN'S FUTURE

DELIVER MORE COST SAVINGS



PURSUE BEST PRACTICES



ADD REVENUE



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The Coalition recommended adoption of 24 best practices in its final report, including:

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Align transportation planning and policies to save city employee, developer, and contractor time and resources.
- **Optimize the existing system**
Invest in efficient signal timing plans and enhance multimodal transportation.
- **Innovation**
Implement new design standards to increase the life of streets and reduce repair needs. Incorporate new technologies.
- **Develop citizen advisory panel**
Citizen input helps identify the right mix of services to meet Lincoln's unique needs.

Coalition Recommends

\$20 to \$28 Million

In Local Option Sales Tax

with

No Property Tax Increase
No Wheel Tax Increase



\$33 Million

Why Did The Coalition Recommend Sales Tax?

- ▶ Why a 1/4 Cent Sales Tax?
 - ❖ Raises \$13 M Annually
 - ❖ Over 30% Paid by Visitors
 - ❖ Additional 2.5 cents on \$10 purchase
- ▶ Why not Property Tax?
 - ❖ Would Cost \$117 Per Household
- ▶ Why not Wheel Tax?
 - ❖ Would almost double from \$74 to \$132



Moving Forward, the LINCOLN WAY!

- ▶ Compromise and Partnership
- ▶ Freeze Impact Fee Rates
 - ❖ To Support Growing Neighborhoods
 - ❖ To Aid Homebuyers
- ▶ Booster Shot for Our Streets
 - ❖ 75% for EXISTING Streets
 - ❖ 25% for NEW Streets
 - ❖ Quadruple Our Current Level of Service
 - ❖ 138 Miles of Rehabbed Residential Streets!



Better
Streets
Stronger Future



Your Streets. Your Choice.

Quarter Cent Local Option Sales Tax Proposal

Lincoln Primary Election

April 9, 2019



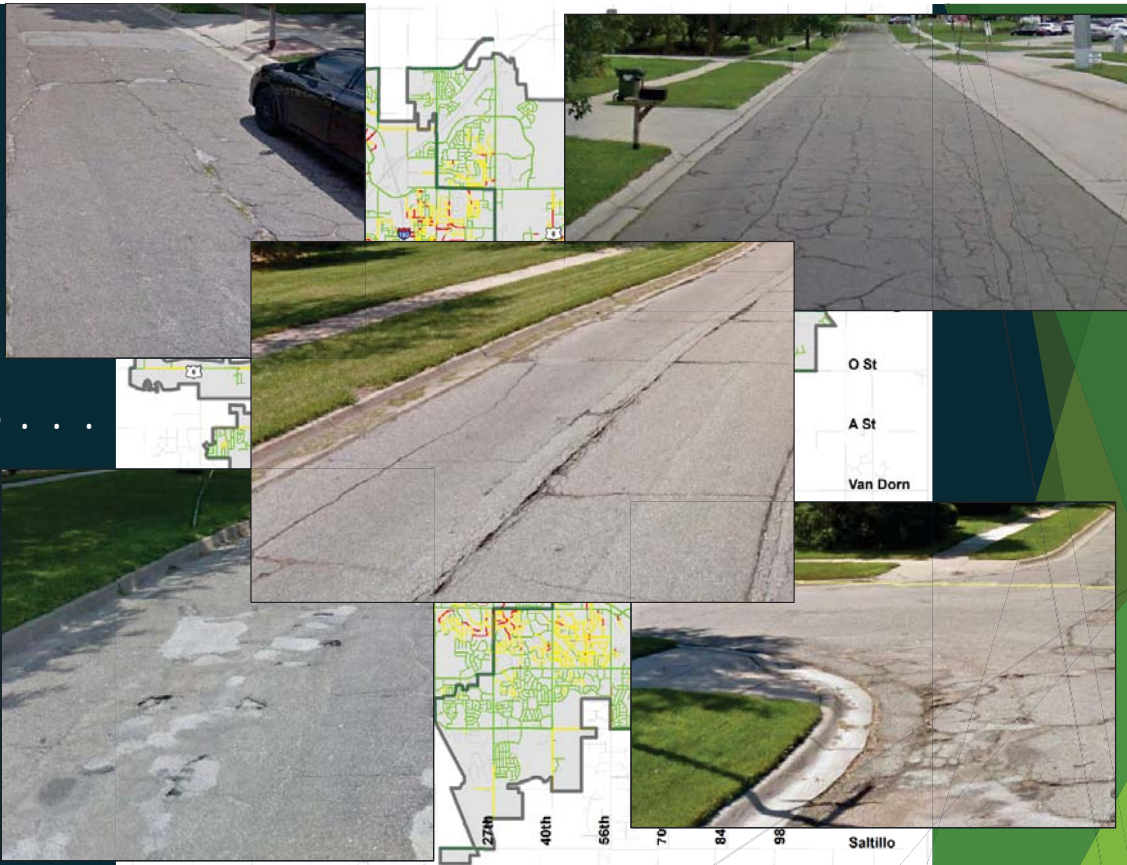
Ballot Language

- ▶ \$13 million annually
- ▶ 6-year term
- ▶ For streets
 - ❖ Specifically, pavement projects (rehab and reconstruction) curb-to-curb on existing neighborhood and arterial streets.
 - ❖ In all quadrants of the City.
 - ❖ No less than 25% dedicated to new construction.
 - ❖ 1.5% for N. 33rd and Cornhusker Safety Improvement Project.
 - ❖ No sidewalks, trails, traffic signals, bike lanes or other non-paving projects.
 - ❖ No bonding or bond payments.

Ballot Language

- ▶ Project List and Oversight
 - ❖ All quadrants of the City.
 - ❖ Recommended by a mayoral-appointed citizen oversight committee.
 - ❖ Programmed in the CIP (includes public hearing).
- ▶ Annual Report from LTU to oversight committee and City Council.

FROM THIS . . .





1800 Blocks of Neighborhood Street Rehab

TO THIS . . .



25% for
new growth

1.5% investment in 33rd and Cornhusker



Project Management Principles

- ▶ Geographic Parity
- ▶ Project Coordination & Bundling
- ▶ Transparency & Accountability

Your Streets. Your Choice.

Quarter Cent Local Option Sales Tax Proposal

Lincoln Primary Election

April 9, 2019



Questions?

LincolnOnTheMove.com
info@LincolnOnTheMove.com