

Lincoln on the Move adopted guidance from the Advisory Committee on Transportation (ACT)

Ballot Language

Shall the City Council of Lincoln, Nebraska increase the local sales and use tax rate by an additional one quarter of one percent (¼%) upon the same transactions within such municipality on which the State of Nebraska is authorized to impose a tax for a period of six years, for street rehabilitation, reconstruction, and new construction under the following terms and conditions?

1. The sales tax revenue generated by the additional one quarter of one percent (¼%) shall be used for:
 - a. street rehabilitation and reconstruction of existing neighborhood and arterial streets, in all quadrants of the City, to maximize their useful life;
 - b. improvements to existing streets, in all quadrants of the City, to enhance safety, streamline traffic flow, or promote private sector investment;
 - c. not less than Twenty-Five percent (25%) of the revenues generated by the increase in sales tax described herein shall be reserved for construction of new non-residential streets to promote private sector investment.
2. None of the revenues from the additional quarter of one percent sales tax shall be spent on sidewalks, trails, traffic signals, bike lanes, or other non-paving projects. The revenues from the additional quarter of one percent sales tax shall not be used to support or pay back any city issued bonds.
3. 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.
4. The Transportation and Utilities Department shall provide to the citizen oversight committee, the City Council, and the Mayor an annual report on projects funded by the increased sales tax for each year that the increased sales tax is in effect for the purposes set forth herein.
5. 33rd and Cornhusker Interlocal Agreement. Not less than 1.5% of the revenues generated from the sales tax rate increase described herein shall be used to fund the City's share of an interlocal agreement between the City of Lincoln and the City of Lincoln Lancaster County Railroad Transportation Safety District for engineering services for the 33rd and Cornhusker Safety Improvement Project, which is intended to promote the long-term development of unified governance of such project.
6. The increased sales and use tax rate will be implemented and related revenues collected beginning on October 1, 2019 and continue for a period of six years.
7. If a majority of the votes cast upon such question shall be in favor of such tax, then the City Council shall be empowered as provided by Neb. Rev. Stat. section 77-27,142 and shall forthwith proceed to impose a tax pursuant to the Local Option Revenue Act.
8. If a majority of those voting on the question shall be opposed to such tax, then the City Council shall not impose such a tax.

VOTE FOR OR AGAINST

- I vote **FOR** authorizing the increase in city sales tax for the specified street improvement purposes.
- I vote **AGAINST** authorizing the increase in city sales tax for the specified street improvement purposes.

ACT GUIDANCE

This document will serve as a repository for the ballot language guidance provided by the Advisory Committee on Transportation who was charged by the Mayor to 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 (aka – Lincoln on the Move (LOTM)).

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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Regarding fairly, efficiently, effective and in all quadrants

Definition of **“quadrant”**: A quadrant is most commonly used to refer to the four quarters of the coordinate plane or four equal parts a shape that has been divided.

For LOTM, a quadrant could be based on one of several different definitions:

- A historical reference point like 27th and “O” Street;
- The geographic center of Lincoln which is approx. 21st and “G” Street;
- The centroid of the city’s population which is approximately 33rd and “A” Street
- Current Council district boundaries as they existed in 2019;
 - *Reminder that the results of the census in 2020 will most likely adjust boundaries in 2021*

ACT: For purposes of the LOTM programmed projects, all quadrants will refer to the Council district boundaries as they existed in 2019.

Discussion regarding **“fairly, efficiently, and effective”**

- Fairly is commonly defined as “so to speak”, nearly, practically, and without bias.
- Efficiently is commonly defined as successfully producing desired results with little or no waste.
- Effective is commonly defined as producing a decided, decisive, or desired effect.

Should the amount invested in each quadrant be exactly 25%? How much variance is acceptable +/- 1%? 3%? 5%? Or, should the percentage of LOTM funds allocated in each quadrant be based on other data and/or performance metrics? This could include the total amount of centerline miles, lane miles, or total area of pavement. It could consider the percentage of streets within the quadrants and their corresponding pavement conditions. How much reconstruction (red), rehabilitation (yellow), or both is needed in each area. Both the need and final results in terms of miles could be considerations by some citizens. Does the % split between quadrants include the 33rd and Cornhusker dollars? Does the % split include the growth dollars?

Should further considerations be given to the funding investment split between Residential and Non-Residential types of projects for existing streets?

One mile of 27’ wide residential street costs approximately \$0.5 to \$0.7 million to rehab while one mile of typical 3 lane arterial street costs approximately \$1.7 to \$2.0 million to rehab. When you consider what a typical street will serve:

- Arterial traffic volumes: 8,000 to 30,000 vehicles per day.
- Residential traffic volumes: 200 to 1,500 vehicles per day.

The assumed \$57 million (6 years at \$9.5 million annually) investment in existing streets equals the assumed ability to reach:

- 80 to 115 miles of residential streets which equals about 10 to 15% of the total residential system.
- 30 to 35 miles of arterials streets which equals about 5% to 6% of total arterial system.

The ending result means

- Residential work affects 120,000 - 175,000 vehicles daily.
- Arterial work affects 450,000 - 525,000 vehicles daily.

ACT: 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.

Annually at a minimum each quadrant should have one residential package programmed and strive for balanced amount of arterial work in each quadrant by the end of LOTM six-year time period.

Growth and RTSD should not be part of the calculation as not all parts of the community is experiencing growth nor have the same needs. RTSD investment is limited in nature compared to the total project cost.

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Lincoln on the Move funds eligibility and other project needs

- Sidewalks
 - Resurfacing is defined as an alteration that triggers the requirement to add/modify curb ramps. This is part of the Americans with Disabilities Act of 1990, a federal civil rights law administered by Department of Justice, not the Federal Highway Administration.
 - Residential resurfacing projects – The current Lincoln Transportation and Utilities (LTU) practice is to perform the curb ramp modifications, any priority repair needs, and fix the complaints previously reported. Street Improvement Vehicle Tax – Residential Rehab. (also known as Wheel Tax) will likely be utilized. Current estimates put this amount at a minimum around 20% of the total project costs.
 - Arterial resurfacing projects – The current LTU practice is to perform only the required curb ramp modifications because of potential federal funding ramifications. Highway Allocation Funds (also known as Wheel Tax) will likely be utilized. Current estimates put this amount at a minimum around 2% of the total project costs.

- Traffic Signals
 - Rebuilding, replacement, or addition of underground infrastructure is many times something that is placed on hold waiting for other work in the area. The desire is coordinate those efforts. This helps to not be cutting the pavement surface unnecessarily, realize cost savings in shared traffic control/mobilization/etc., and to minimize the disruption to the public.
 - Some of these projects will have needed traffic signal and underground infrastructure replacements and/or repairs. Rectangular Rapid Flash Beacon (RRFB) installations, and/or other fiber and communication needs will be addressed at the time of construction.
 - When these needs are identified to be part of a LOTM project, funding will need to come other funding such as, but not limited to Highway Allocation Funds, Street Improvement Vehicle Tax, and Impact Fees.

- Trails / Bike Lanes
 - In September 2013, Executive Order 086476 was executed which approved Administrative Regulation No. 35 establishing a City policy for the development of Complete Streets. The purpose for this Executive Order/Administrative Regulation was to encourage the design and operation of a transportation system that is safe and convenient for all users, regardless of age, ability, or mode of transportation through the development of Complete Streets. The Complete Streets policy sets out to coordinate projects relating to the design, planning, construction, reconstruction, or rehabilitation of public and private streets, or development projects which would substantially impact or cause construction of public or private streets between City of Lincoln departments.
 - When these needs are identified to be part of a LOTM project, funding will need to come other funding such as, but not limited to Highway Allocation Funds, Street Improvement Vehicle Tax, and Impact Fees.

ACT: For purposes of the LOTM programmed projects, current City policies and Lincoln Transportation and Utilities (LTU) practices should be followed.

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Lincoln on the Move (LOTM) Annual Reporting Requirements

- Time periods to consider
 - City fiscal year is September 1st to August 31st
 - Lincoln on the Move funds collections run from October 1st to September 30th
 - Calendar Year is January 1st to December 31st
- Assuming the actual report publishing date will be 2 to 3 months after Time Period for data collection:
 - Using the City fiscal year time period likely means the report could be published during the month of October.
 - Matches fiscal year, Capital Improvement Program funding, and when other reports are due
 - Work required at a time when much reporting is already required by the end of the city's fiscal year.
 - The construction projects will not be done
 - Using the Lincoln on the Move funds collection time period means the report is likely published during the month of December.
 - Slow news month – chances are better for media coverage especially early in December.
 - Matches closer with end of construction season however some data may be incomplete.
 - Using a calendar year time period means the report is likely published during the month of February.
 - End of Construction season date much more likely to be complete
 - More closely aligns with the start of the construction season

ACT: For purposes of the LOTM annual reporting requirements, Lincoln Transportation and Utilities (LTU) should use the Lincoln on the Move funds collection time period of reporting annual data starting October 1st and ending September 30th.