



LINCOLNTM ON THE MOVE

Taking it to the Streets

ACT

**Advisory
Committee on
Transportation**



MEETING DETAILS

Date/Time: August 8, 2019 from 11:30 a.m. – 1:00 p.m.
Location: Lincoln City Hall, 555 S. 10th Street, Room 210
Topic: ACT Business Meeting #1
Attendees: Attached Roster

AGENDA

1. Welcome and Introductions
2. Lincoln Citizens' Transportation Coalition – Findings and Recommendations
3. 1/4-Cent Sales Tax Initiative
 - a. Ballot Language
 - b. Our Promise to the Community
4. Advisory Committee on Transportation
 - a. Charge
 - b. Schedule
 - c. Logistics
 - d. Resources, Tools and Support
5. Streets 101
 - a. Transportation Glossary
 - b. Transportation Funding Summary
 - c. Street Improvement/Treatment Types
6. Overview of Next Meeting
 - a. Prioritization Approach
 - b. Project Delivery Approach
 - c. Approach for Developer-Initiated New Growth/New Construction Projects (25%)
 - d. 1.5% Contribution to the RTSD
7. Questions?

NEXT MEETING

Next Meeting: Thursday, August 29, 2019

Upcoming Topics:

- a. Prioritization Approach
- b. Project Delivery Approach
- c. Developer-Initiated New Growth/New Construction Projects (25%)
- d. 1.5% Contribution to the RTSD

ACT 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 the voter-approved ballot language:

- i. 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.**
- ii. 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.

BALLOT QUESTION

Shall the City Council of Lincoln, Nebraska increase the local sales and use tax rate by an additional one quarter of one percent (1/4%) 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 (1/4%) 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.

COALITION MEMBERS

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	BOB CALDWELL Co-Chair / NEBCO	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			



ON THE MOVE. TOGETHER.

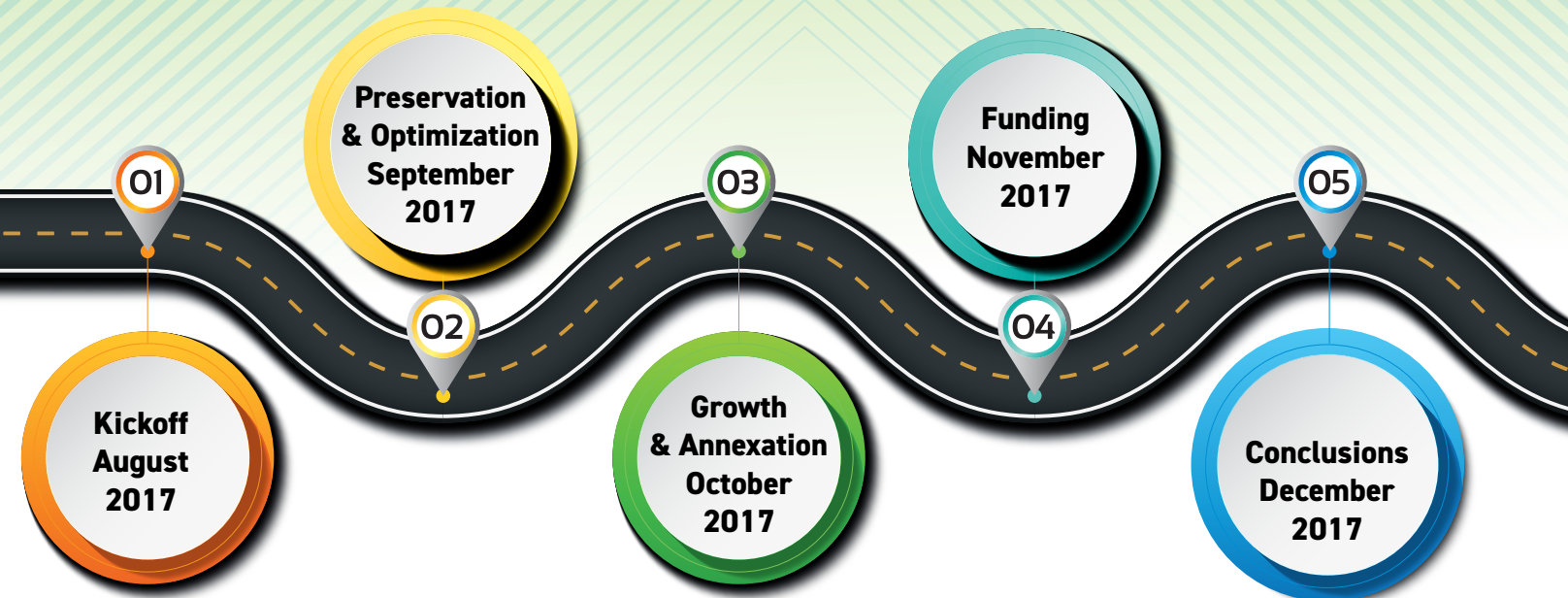
Lincoln is a growing and thriving city. Our transportation system is the heartbeat that drives us forward. Jobs, public safety, education, healthcare, economic growth — all depend on high-quality infrastructure that delivers people and products safely and reliably to their destinations.

Maintaining, improving and growing our transportation network preserves our personal and economic security and assures 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.

COALITION TIMELINE



FIND MORE INFORMATION AT
www.lincolnonthemove.com

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

6 Months of Study

14 Peer Cities

23 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.

INVEST IN LINCOLN'S FUTURE



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



LINCOLN \$2,400 / LANE MILE

PEERS \$10,000 / LANE MILE

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

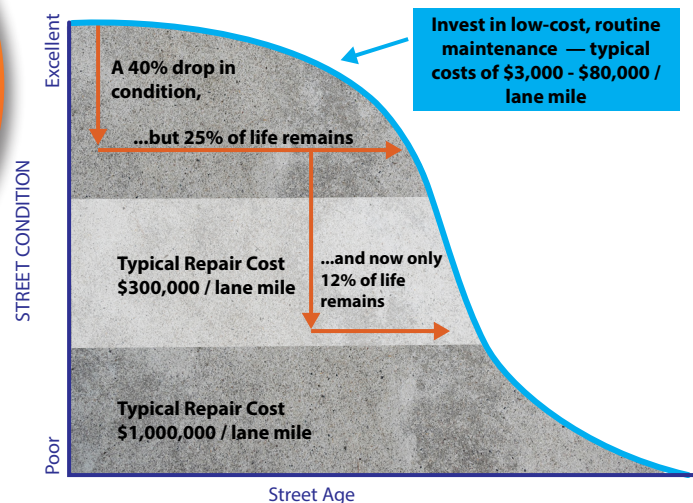
Coalition Recommends
\$20 to \$28 Million
 In Local Option Sales Tax
 with
 No Property Tax Increase
 No Wheel Tax Increase

SOLVE THE GAP



\$33 Million
 Through innovation cost savings and responsible addition of new revenue, Lincoln will close the infrastructure gap to help make Lincoln safe reliable and ready to grow.

KEEPING GOOD STREETS GOOD



CONCLUSION



Each Year
100'S
 MORE MILES OF SAFER, SMOOTHER STREETS



4X
 INTERSECTION UPGRADES



25%
 ABILITY TO BUILD STREETS IN GROWTH AREAS

Maintenance & 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

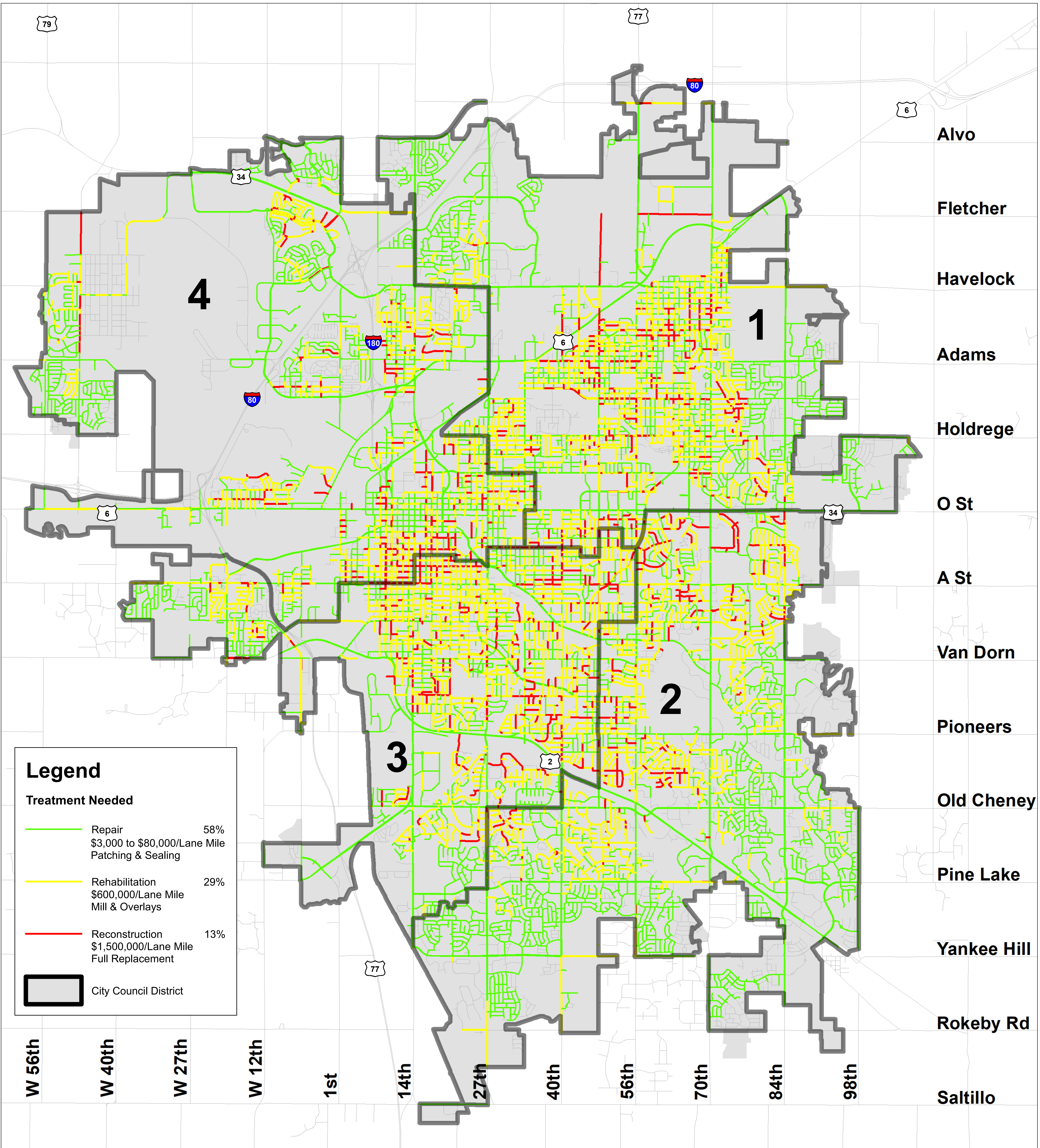
New smart, connected traffic signals, and refined intersection design will help traffic flow better and safer throughout the city. Investments to upgrade our 450 intersections will save residents time and money as they move more efficiently on game day or morning commute.

Growth

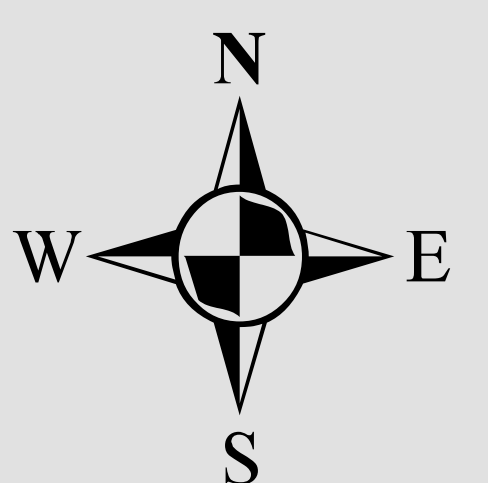
New revenue improves the City's ability to build new streets each year and advance strategic growth priorities. New design standards and inspection processes will improve the City's partnership with private developers.

Lincoln is doing more with less but our needs are out pacing our abilities. It's time to invest more in the transportation system to keep Lincoln on the move!

Lincoln Transportation & Utilities



Pavement Management Street Conditions 2017





What is the Long Range Transportation Plan? (LRTP)

The Lincoln Metropolitan Planning Organization's (MPO) 2040 Long Range Transportation Plan (LRTP), which is supplemented by a Technical Report, provides the blueprint for the area's transportation planning process over the next 25 years. The transportation planning process is a collaborative effort between the City of Lincoln, Lancaster County, the Nebraska Department of Transportation (NDOT), StarTran and other agencies, where the multimodal transportation system is evaluated, and a set of recommendations is made with extensive public input. This Transportation Plan meets all federal requirements and addresses the goals, objectives, and strategies to meet the community's vision for the future. The latest version was developed in coordination with LPlan 2040, the Lincoln-Lancaster Comprehensive Plan.

Lincoln MPO's 2040 LRTP - 2016 Update was adopted by the MPO on January 13, 2017 and amended on November 16, 2018. A link to the plan is included here:

<https://lincoln.ne.gov/city/plan/mpo/mpolrtp.htm>

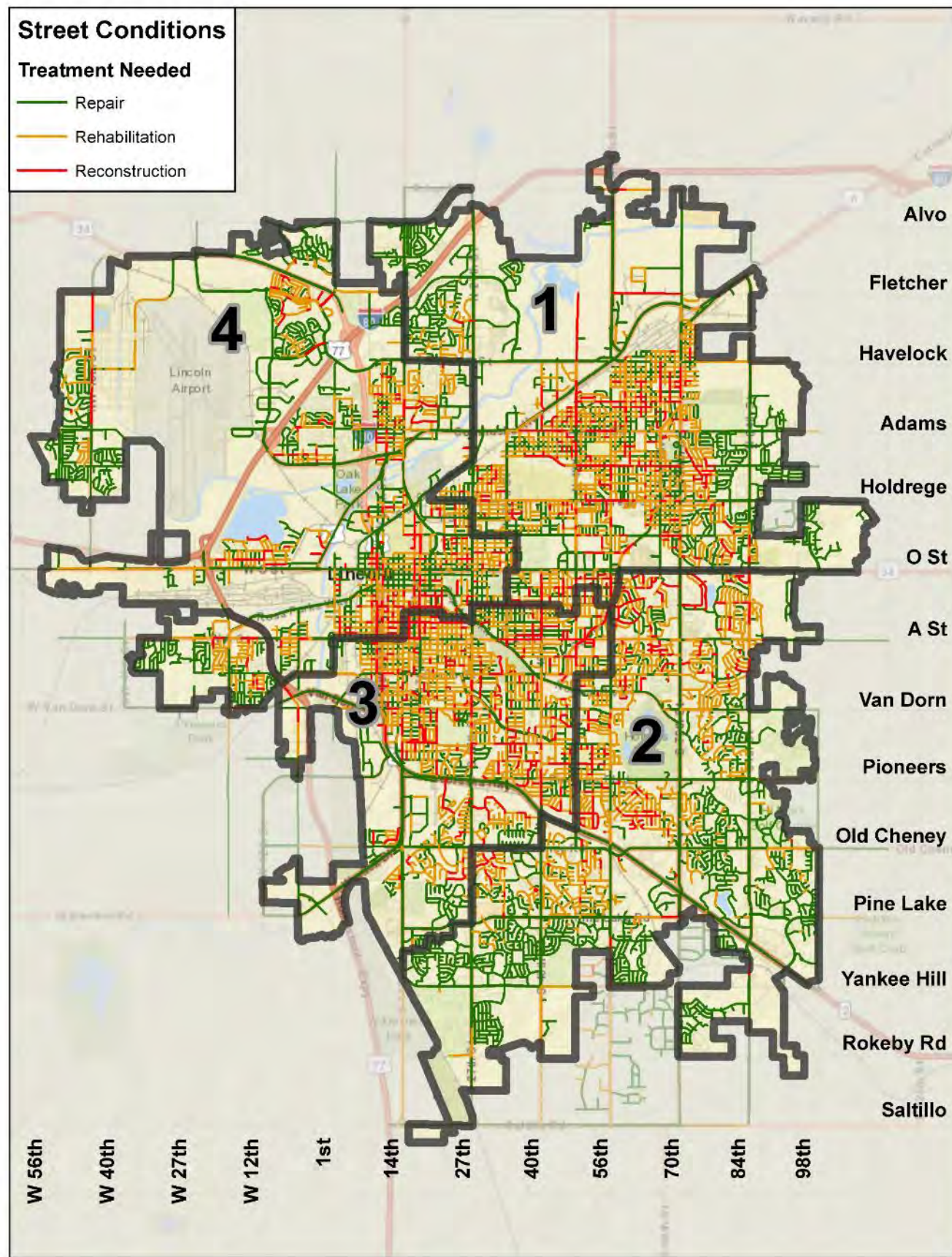
What is the Capital Improvement Program? (CIP)

The capital improvement program (CIP) is a blueprint for planning a community's public capital spending and is one of the most important responsibilities of municipal government. The CIP compiles all City projects to be budgeted in the next two years or planned for over the next six years. The CIP deals with the physical improvement or replacement of City-owned infrastructure and facilities. Capital improvements are projects that maintain, upgrade or replace public infrastructure and public service providing facilities. This program attempts to set funding strategies not only for the first two years, but also to project future needs for major construction projects and land acquisition. The City constantly looks ahead on how we will improve major items such as streets, utilities, police, fire, parks and other community buildings for the people of Lincoln. Capital expenditures are viewed not only in the context of how much the new project will cost, but also what impact the project will have on the City's operating budget.

The CIP is not intended to be an all-inclusive inventory of the City of Lincoln's capital needs for the upcoming six years. It is a document that outlines planned capital improvements, given available financial resources. A link to the plan is included here:

<https://lincoln.ne.gov/city/plan/long/cip/cip.htm>

CURRENT STREET CONDITIONS

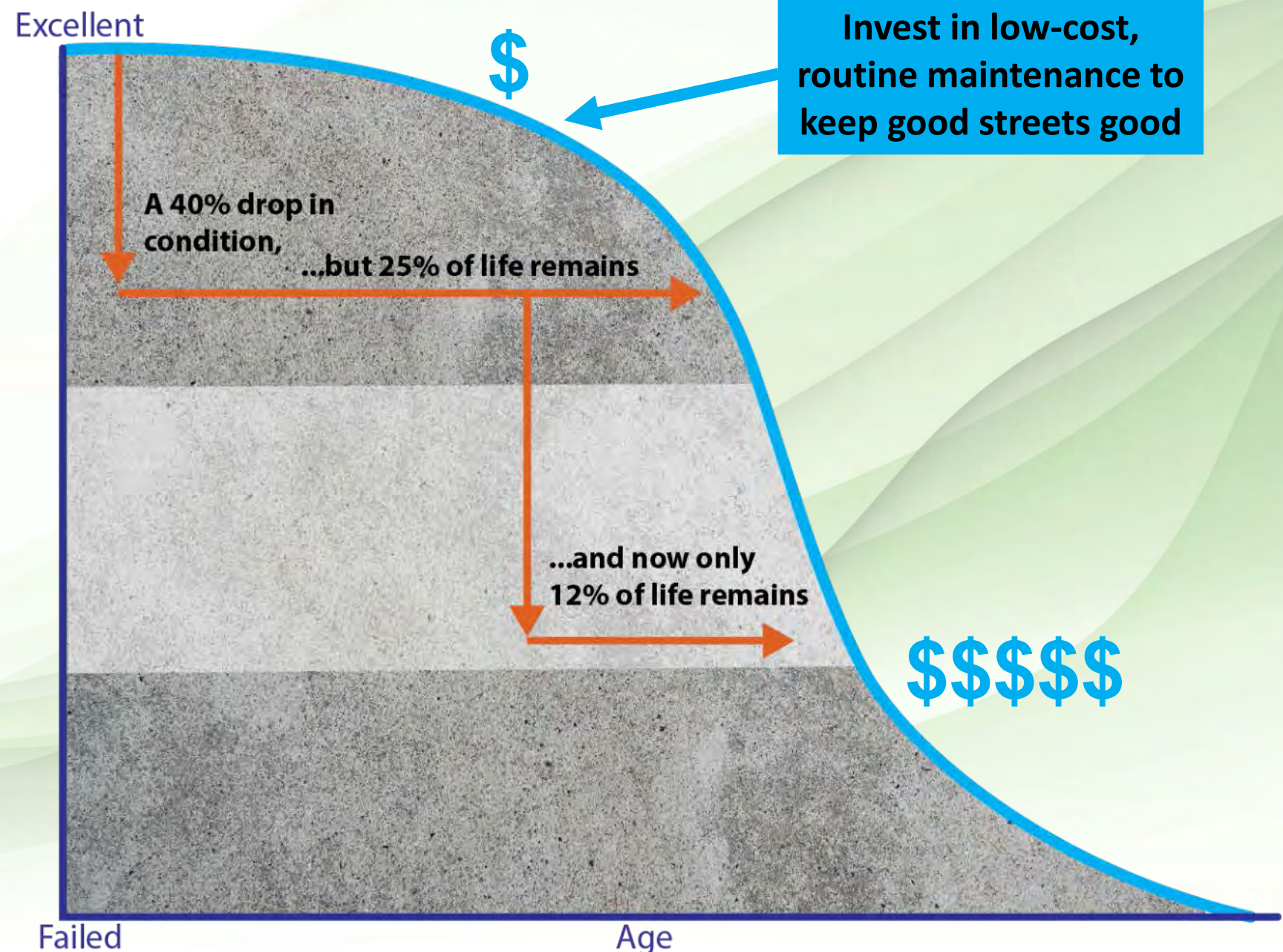


- There are 2,900 lane miles of streets in Lincoln
- 58% need minor repair or preventative maintenance
 - \$3,000 to \$80,000 per lane mile
- 29% need resurfacing and rehabilitation.
 - \$600,000 per lane mile
- 13% need to be reconstructed
 - \$1,500,000 per lane mile

SYSTEM PRESERVATION

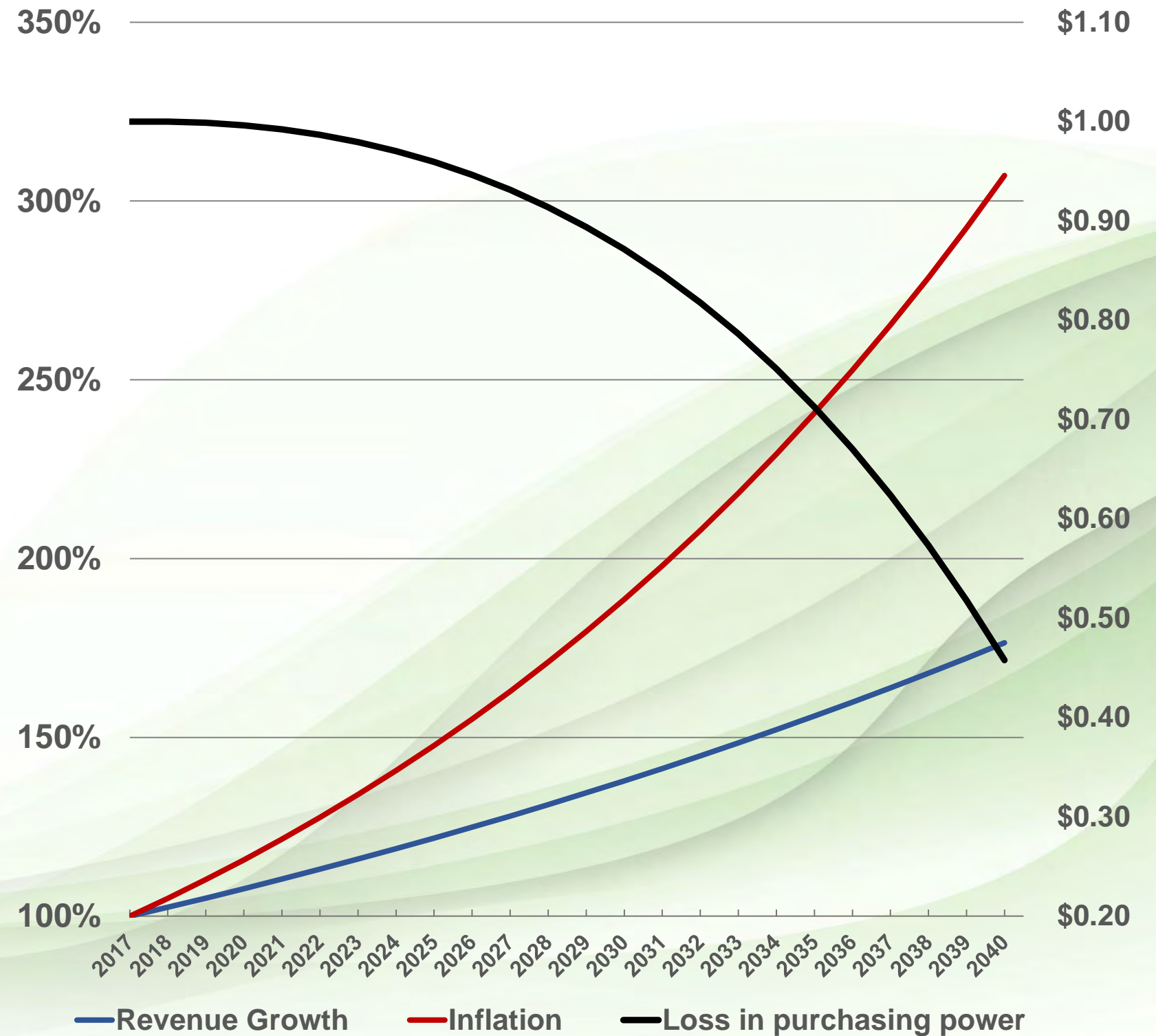
Coalition Preservation Recommendations:

- Increase inspection frequency
- Establish robust preventative maintenance program
- “Keep the good, good”
 - Invest money strategically to preserve streets in good condition and avoid more expensive repairs later
- Establish varying performance goals for local and arterial streets



PURCHASING POWER

- 5-6% Construction Inflation
 - Increased Material Costs
 - Increased Labor Costs
 - Increased Regulation
- Increased Fuel Efficiency = Reduced Motor Fuel Tax Effectiveness
- Federal Gas Tax has been fixed since 1993 at 18.4 cents per gallon



PEER CITY REVIEW KEY FINDINGS



Geotechnical Engineering of Subgrades

- Majority require geotechnical engineering studies for subgrades and/or pavement design

Dowel Bars in Concrete Pavement

- Required in nearly all streets
- Some local streets exempt

Traffic Operations Centers

- Exist in around half of peers (including Lincoln)

Pavement Maintenance Budget

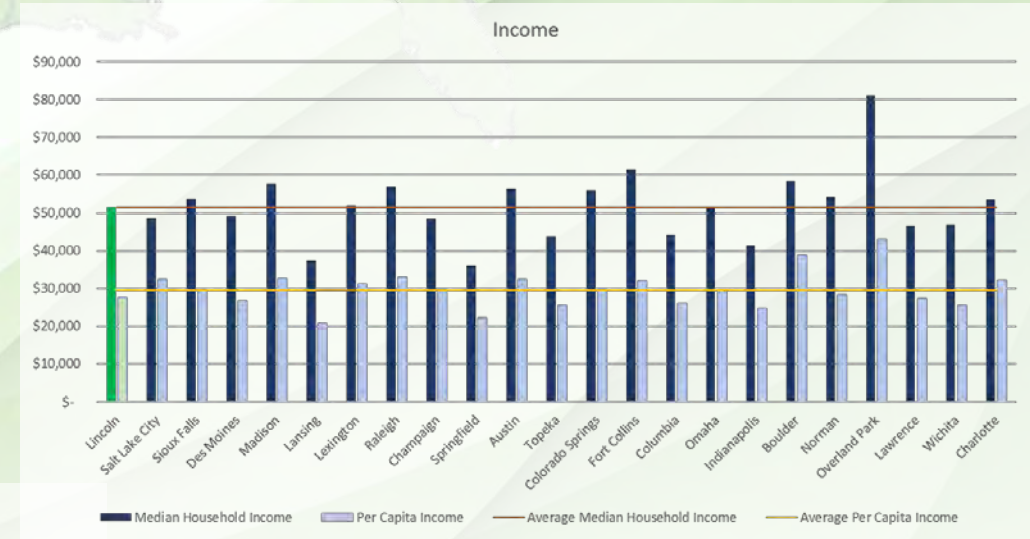
- \$2,400 per lane-mile to over \$30,000
- **\$10,000 per lane-mile average**
- **Lincoln invests \$2,400 per lane-mile**

Pavement Assessment

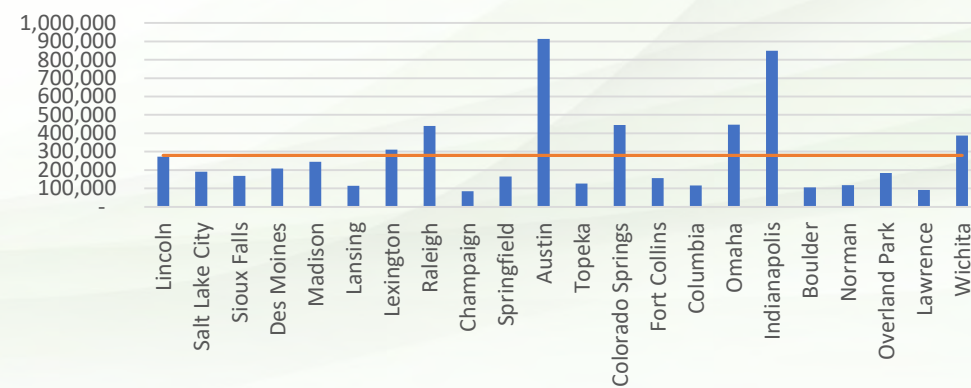
- Average cycle of 2-3 years
- Mostly done with internal staff
- Lincoln reviews arterials every 3 years, residential every nine

Pavement Priority

- Focus on major roadways



Peer City Population (2014)



STATUS OF COALITION RECOMMENDATIONS

Recommendation	Status	Recommendation	Status
Conduct Periodic Reviews of Lincoln Transportation and Utilities Guidelines and Policy	Complete	Enhance Backfill Requirements	Complete
Track Snow Removal Online	Complete	Warranty Bond Inspection Program	Complete
Assure Access Management Policy Consistency	In Progress	Establish a More Robust Preventative Maintenance Program	Funding Dependent
Update Complete Streets Policy	In Progress	“Keep the Good, Good” Pavement Management Approach	Funding Dependent
Continue Emergency Pavement Repair Program	Complete	Develop Performance Goals for Arterial and Residential Streets	Complete
Increase Pavement Inspection Frequency	In Progress	Develop an ASR Remediation Plan	Funding Dependent
Implement the Traffic Management Master Plan	Funding Dependent	Develop a Dowel Bar Retrofit Program	Funding Dependent
Curb Cut Flexibility	Complete	Increase Traffic Operations Center Staffing	Funding Dependent
Consider Flexible Lane Widths	Complete	Establish a Single Point of Contact on Private Development	Complete
Design Standard Flexibility Construction	In Progress	Increased Private Development Testing & Inspection	Complete
Require Geotechnical Investigations for Streets	Complete	Simplify Impact Fee Program	In Progress
Require Dowel Bars in Concrete Construction	Complete	Establish a Transportation Advisory Committee	In Progress

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 (1/4%) 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?

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- (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.



ACRONYMS:

- **ACT** – Advisory Committee on Transportation
- **ADT** – Average Daily Traffic
- **AGC** – Associated General Contractors
- **AGEC** – Applied Geotechnical Engineering Consultant
- **APWA** – American Public Works Association
- **ASCE** – American Society of Civil Engineers
- **ASTM** – American Standard of Testing Materials
- **BID** – Business Improvement District
- **CE** – Construction Engineering
- **CIP** – Capital Improvement Program
- **CMAQ** – Congestion Mitigation and Air Quality
- **EIS** – Environmental Impact Statement
- **LCOC** – Lincoln Chamber of Commerce
- **LOTM** – Lincoln On The Move
- **LMC** – Lincoln Municipal Code
- **LRTP** – Long Range Transportation Plan
- **LSP** – Lincoln Standard Plan
- **LTU** – Lincoln Transportation and Utilities
- **MPO** – Metropolitan Planning Organization
- **NDOT** – Nebraska Department of Transportation
- **PE** – Professional Engineer
- **PS & E** – Plans, Specifications, and Estimates
- **TMMP** – Traffic Management Master Plan
- **VPD** – Vehicles Per Day

GLOSSARY:

- **Arterial Street** - Denotes a street primarily for through traffic, usually on a continuous route with collector roads and streets joining it.
- **Average Daily Traffic (ADT)** – A measurement of the number of vehicles, which use a street over the period of a year or defined time period. If for a year, this is divided by 365 to obtain the average for a 24-hour period.
- **Base, Base Course** – A layer or layers of designed material (gravel, sand, dirt, crushed concrete, limestone) used to support the surfacing material.
- **Chip Seal** – A method of street/road rehabilitation/repair, which consists of spraying a street/road with oil and spreading rock on the top.
- **Cold Milling** – When preparing an existing bridge deck or street pavement for resurfacing, the creation of a new street cross section and profile using a machine that has hardened steel bits in a revolving drum.
- **Concrete** – A building material made of sand and gravel bonded together with Portland cement into a hard, compact substance.
- **Crack Sealing** – A method of street/road rehabilitation/repair consisting of applying asphalt rubber into the crack to seal it and prevent water from getting into/under the street.
- **Cul-de-sac** – (1) A local street that terminates in a permanent turnaround, design is not intended to continue beyond its terminal point. (2) A local street that is open at one end only and allows for vehicles to turn around. (3) A local street open at only one end with special provision for turning around.
- **Design Standard Specifications** – Specifications for such design features as curvature, grades, roadway, width, drainage facilities, etc.
- **Easement** – The right to use property of another for designated purposes. These may include, but not limited to, construction easements, drainage easements, sight line easements, or slope easements. These easements may be either temporary or permanent.
- **Egress** – Access from a land parcel to a public roadway.
- **Emulsified Asphalt** – A common construction materials used to prime, seal or resurface a highway. Consist of asphalt that is chemically mixed with water in an emulsion.
- **Foundation Course** – A layer of granulated material under Asphaltic concrete or Portland cement concrete pavement providing frost resistance and a stress-distributing medium.
- **Grade** – The vertical location of a street or utility (water main, gas, electric, fiber optic, sewer line, etc.)
- **Ingress** – Access from a public roadway to a land parcel.
- **Overlay** – A method of street/road rehabilitation/repair consisting of mill off the top 1.5 to 2 inches and replacing it with fresh asphaltic concrete to seal and revitalize the street/road.
- **Peak Hour** – As used in traffic studies: the one-hour period during which the maximum amount of travel occurs. Generally, there is a morning peak and an afternoon peak and traffic assignments may be made for each period, if desired.
- **Pre-Cast Concrete** – Conventionally reinforced (not pre-stressed) concrete products formed, cast, and cured in a casting yard and later incorporated into the work.
- **Professional Engineer (P.E.)** – One who has passed examinations pertaining to a specific selected engineering division (civil, landscaping, mechanical, chemical, electronic, etc.). By passing the examination by the State Board of Examiners for Engineering and Architects, they are recognized as a licensed Professional Engineer with the right to add P.E. behind their name and granted a Professional Engineering stamp to be used when accepting responsibility for plans.
- **Seal Coat** – An existing street can be rehabilitated or given a new wearing surface by spraying it with liquid asphalt followed by a uniform sprinkling of aggregate. Also called chip and seal.
- **Slurry Seal** – A method of street/road rehabilitation/repair consisting of mixing oil and rock together prior to spreading them on the street/road. Differs from chip seal in that the oil is sprayed and then the rock placed on top of the oil.

- **Special Provisions** – Additions, provisions, commitments for environmental mitigation contained in environmental documentation, requirements, addendums, and revisions to the Standard and Supplemental Specifications applicable to an individual project.
- **Specifications** – The Standard Specifications, Supplemental Specifications, Special Provisions, and all written or printed agreements and instructions pertaining to the method and manner of performing the work or to the quantities and qualities of the materials to be furnished under the contract.
- **Standard Specification** – Written provisions and requirements approved for general application and repetitive use.
- **Subbase** – Materials such as gravel, sand, crushed concrete, aggregate, emulsified oil, or tack oil used underneath a road/street permanent surface.
- **Surface Course** – A pavement structure layer or layers constructed atop all other pavement layers and designed to accommodate the traffic load.
- **Surfacing** – Material used to construct the upper layer (driving surface) of a pavement structure.
- **Temporary Pavement** – Pavement layers constructed to provide a temporary service to vehicular or pedestrian traffic.
- **Traffic Control Plan** – A plan for handling traffic through a specific highway or street work zone or project.
- **Traffic Flow** – The movement of vehicles or pedestrians on the street system or on a single route can be expressed in terms of volume (vehicles per hour), average speed (miles per hour) or traffic density (vehicles per mile).
- **Traffic Forecasting** – Estimating future traffic patterns on the basis of known transportation variables.
- **Traffic Lane** – Portion of the traveled way designated the movement of a single line of vehicles, pedestrians or bicyclists.
- **Traffic Volume** – The amount of traffic on a particular route.
- **Travel Time** – The time of travel, including stops and delays, except those off the traveled way.
- **Treated Subgrade** – A subgrade strengthened by using a stabilizing agent.