

MEETING RECORD

NAME OF GROUP: PLANNING COMMISSION

DATE, TIME AND PLACE OF MEETING: Wednesday, October 30, 2019, 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: Tom Beckius, Dick Campbell, Tracy Corr, Deane Finnegan, Dennis Scheer and Cindy Ryman Yost; Tracy Edgerton, Cristy Joy and Shams Al-Badry absent. David Cary, Steve Henrichsen, Dessie Redmond, Kellee Van Bruggen, Paul Barns and Geri Rorabaugh and Rhonda Haas of the Planning Department; media and other interested citizens.

STATED PURPOSE OF MEETING: Regular Planning Commission Hearing

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

Corr requested a motion approving the minutes for the regular meeting held October 16, 2019.

Motion for approval made by Beckius, seconded by Scheer and carried 6-0: Campbell, Finnegan, Ryman Yost, Scheer, Beckius and Corr voting 'yes'; Al-Badry, Edgerton and Joy absent.

Corr noted that Special Permit 19046 on the Consent Agenda has been withdrawn and, therefore, will not be considered.

Chair Corr stated no Requests for Deferral.

COMPREHENSIVE PLAN CONFORMANCE 19014
TO REVIEW AS TO CONFORMANCE WITH THE 2040 LINCOLN-LANCASTER COUNTY
COMPREHENSIVE PLAN, AN AMENDMENT TO THE CITY OF LINCOLN FY 18/19 – FY 23/24 CAPITAL
IMPROVEMENT PROGRAM (CIP), TO ADD THE ¼ CENT SALES TAX FUNDING SOURCE AND UPDATE
THE STREETS & HIGHWAYS PROJECT DESCRIPTIONS

PUBLIC HEARING:

October 30, 2019

Members present: Campbell, Finnegan, Ryman Yost, Scheer, Beckius and Corr; Al-Badry, Edgerton and Joy absent.

Staff Recommendation: In Conformance with the Comprehensive Plan

There were no ex parte communications disclosed.

Staff Presentation:

David Cary, Planning Department Director, stated this is an update and a change to the Capital Improvement Program (CIP) to reflect the “Lincoln on the Move” additional funding that the City has to work with for Lincoln Transportation and Utilities (LTU). Moving forward, this is the ballot issue that was approved by the Lincoln voters in April. This will provide a 1/4 cent revenue stream on the sales tax to allow for more projects related to streets to be completed over the next 6 years. Before you today, is the Comprehensive Plan Conformance (CPC) review, and it is recommended that this is in conformance with the Comprehensive Plan. He further explained, as this moves forward, what will go to City Council are the changes to the second year of the current budget. He stated there is a memorandum that is a revision of the staff report and handed the clerk a document (see Exhibit “1”). He explained this document has changes to the language that better clarifies what is being proposed for each of the three projects that are receiving additional funding for transportation improvements. This will better reflect the process that has been taken to date and what will move forward. The change to the CIP is reflected in the first year, which are the programs or projects that were specifically identified by the Advisory Committee on Transportation (ACT), whose focus was on the first year. He stated that they did not want the language to suggest that this is locking into all of the years of the CIP. There is an ongoing process using the ACT, as well as getting additional input from the public to move forward and discuss the further programed years.

Tom Casady, Interim Director Transportation and Utilities, stated with the ballot issue for the ¼ cent tax that was approved for the next few years included language that created a citizen oversight process, which is call ACT. This is a 14-member committee that has put forward the priorities and projects that are being considered today and for the CIP moving forward. He shared that he did attend one meeting and was impressed with the level of discussion and consideration of the options. The ACT used an interesting process that included using software called “Decision Lens” to weigh and evaluate criteria. The criteria that was used in this software program was what citizens were surveyed on and that is what is before the Commission today. The sales tax increment will generate about \$13 million annually over the next 6 years. He explained that the projects that are planned and what they are wanting to do in the next year are being driven more by what is possible, than what is available. They are hoping to have some flexibility in the CIP, making it unnecessary to come back before the Commission continually for modifications to determination if it’s in conformance with the CIP.

Campbell stated when looking at the 3 different figures for 2019-2020, he asked if they would need to come back to the Commission for another review if they decided to spend more funds. Cary stated that the only reason that something would need to come back is if there was an additional specific project that needed to be discussed for conformance review with the Comprehensive Plan, and it’s unlikely that would be needed. With the idea, that the programs that are being reviewed now will be inclusive of the types of projects being talked about. If there was something very specific, which is not the strategy that has been taken to date, it

would not need to come back, even if there was more funding to be spent. Typically, if there is more funding, it does not need to go before a conformity review. It is possible that it might need to go before City Council for a budget review, but that depends on the situation.

Beckius inquired if everything after this first review would be seen in the subsequent CIP. Cary said yes, and stated that the intention is as the discussions continue with the ACT and the public, the packages for future years would come back through as this type of an amendment. Beckius asked if in the long-term they could anticipate the use of this revenue to be reviewed now, again next year, for the CIP, and then 2 years after that. Cary said correct.

Corr inquired if the projects that were listed in the report were in any particular order. **Lonnie Burkland, Transportation and Utilities Assistant Director**, came forward and stated for clarification the ACT has been meeting since August and they have been focused on this coming construction season. The project packages that are before the Commission will be designed and assembled now, this winter, ahead of next spring construction season.

Corr asked if they would be working all seven at once. Burkland said yes, during the discussions with the committee they talked about project delivery, process, contractors and the process of project bundling to get a bigger bang for their buck. Hoping that bundling projects together will give the contractor more flexibility, which will give the City better pricing. **Thomas Shafer, Transportation and Utilities Engineering Manager**, stated for clarification that they will not be working on 40th Street and 48th Street at the same time.

Corr stated that Gertie Street by Hwy 2 and Pioneers was just under construction, and she asked if they would be tearing up that street again for the project that is at Hwy 2 to Pioneers or will it be from that starting point moving on. Shafer stated that it will be from that point moving on. Corr inquired if more money comes in than is anticipated, will the projects that are already programmed in, start earlier. Shafer said no, that the timing of the projects in 2020 is not limited by the amount of revenue, it is by what can be coordinated, designed and what can be accomplished. Corr then referenced Item No. 6 on the staff report, which is Randolph from Capital Parkway to 40th Street, and stated it is not scheduled until 2023. She then asked if it could be moved up to 2021 instead of 2023 with the additional funds. Burkland stated that a couple of the items mentioned are being done with Federal Funding and they are projects that they will be addressing also. Corr inquired if anything that is funded with the ¼ cent tax will be listed on the CIP that is already out. Burkland stated what they are trying to do is track the sales tax program from a fund standpoint, which will be a transparent tracking system that is individual. The plan is to illustrate the funds that are coming in and going to the 3 branches in the CIP, which will then funnel down into individual project numbers and how those projects are going. He stated that they will be using the website in a newer and more modern way than has been done in the past to track these projects.

Campbell inquired about another item listed under No. 6, for 56th Street and Pine Lake Road that is listed as a milling project that he had thought was going to be a 4 lanes through the

round-a-bout at Yankee Hill. Burklund stated that initially that project will be a federal aid project next season in 2020 at the intersection. It is a single lane round-a-bout that is being constructed in coordination with Nebraska Department of Transportation (NDOT) and is federally funded. The project that you are relating to with the milling is meant to fill in the gap and to do more mill overlay and rehab work to improve the surface. Campbell stated so it is not to widen it. Burklund said no, not at this point.

Scheer applauded LTU staff, and he stated he is impressed with the thought that has been put into how the schedule will work from design through procurement through contractor selection and then doing the work. He inquired about the back end of the projects and as they begin to pile up in coming years, will there be adequate staff in the field after things are designed to complete inspections, etc. Schafer stated that is something that they are always cognoscente of and even today consultants are hired to do inspection work to free up staffs time. Scheer inquired if they have that planned into the process looking forward. Shafer stated that it is not all planned in at this point, but it is in there.

Proponents:

Mike DeKalb, Co-Chair Advisory Committee on Transportation, 6015 Huntington Avenue, came forward and stated that he is in favor of the CIP. The group had really good and solid consensus support from all 14 members of the ACT Committee. There was really good discussion with the members and the biggest discussion was over a heat map verses staff number crunching, off the GIS maps, and it was discovered they basically lines up. He explained, the hottest items did reflect the worst roads, which reflected the highest numbers with more support from the public side to address the main arterials. He stated that Lonnie Burklund's leadership skills and patience when working things through with the group helped. Thomas Shafer was fantastic and as well as the work of Jeff McReynolds with GIS – he did a great job on the system for them.

Beckius thanked Mike for his service and asked that Mike pass on a thank you to the Committee members.

Corr thanked Mike for being Co-Chair for this group, saying that it can be a daunting task at times and she appreciates that.

Opponents:

No one came forward

COMPREHENSIVE PLAN CONFORMANCE 19014
ACTION BY PLANNING COMMISSION:

October 30, 2019

Motion for approval made by Campbell, seconded by Finnegan and carried 5-0: Campbell, Finnegan, Ryman Yost, Scheer and Corr voting 'yes'; Beckius abstained; Al-Badry, Edgerton and Joy absent.

Scheer stated that it is evident that the process is a great process, well-conceived and well executed to this point, and sure that it will continue. He further stated that all of the pieces are in place to be successful and have this program continue to fit and be in conformance with the community moving forward and is in support.

Finnegan stated that it appears that it has worked the way that community processes are supposed to work and thanked everyone involved. It takes a lot of hard work and it looked good.

Campbell stated that he was in support.

Corr stated that she is in support and that staff has done great job of keeping the public informed, getting their opinions and putting everything together for the whole picture; good job guys. She shared that she looks forward to seeing more as this moves forward.

Beckius stated for the record he is abstaining from this vote. He further stated that he has a family member that may benefit from the road construction that is included in this package. The State of Nebraska said that he does not need to disclose this, although he feels that a parent is enough of an immediate family member that he will abstain from voting.

Motion carried 5-0: Campbell, Finnegan, Ryman Yost, Scheer and Corr voting 'yes'; Beckius abstained; Al-Badry, Edgerton and Joy absent.

The Chair stated that anyone wishing to speak on an item not on the agenda, may come forward and do so; no one came forward.

Scheer moved to adjourn the Planning Commission Meeting of October 30, 2019, seconded by Campbell and carried 6-0: Campbell, Finnegan, Ryman Yost, Scheer, Beckius and Corr voting 'yes'; Al-Badry, Edgerton and Joy absent.

Meeting adjourned 1:30 p.m.

Note: These minutes will not be formally approved by the Planning Commission until their next regular meeting on Wednesday, November 13, 2019.

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MEMORANDUM

TO: Planning Commission

FROM: David Cary, Planning Director

SUBJECT: CPC 19014, Revision #1 to Staff Report

DATE: October 30, 2019

CC: Applicant
Rhonda Haas

The staff report for CPC 19014 is revised to reflect updated language for related projects in the Capital Improvement Program (CIP). This updated language better reflects the first year funding in relation to the out years in the CIP. The Advisory Committee on Transportation (ACT), along with public input, will continue to provide input to determine the future year program of projects and funding amounts. The specific updated language for the CIP is attached to this memo.

0924 Transportation System Preservation

Description:

This program component focuses on preservation of transportation system assets including program delivery, repair and rehabilitation of streets, intersections, traffic signals, bridges, facilities, and structures in the public street right-of-way. Projects include concrete repairs, asphalt mill & overlay, surface treatments, signal structures and equipment replacement, bridge/structure work, facility improvements, and other transportation preservation & rehabilitation efforts.

Representative projects such as:
27th & Fairfield and W "O" Bridges
Holdrege, n 47th to 70th
Arbor Rd, 56th to 70th

OF funding is General Revenue only in the event revenues for the General Fund meet budgeted expectations and City Council approves transfer of funds from the General Fund to CIP 0924

Group:	General System Improvements
Program:	(None)
Budget Outcome:	Effective Transportation
Budget Goal:	Provide transportation infrastructure
Date Anticipated:	
Rating:	A
Status:	New
Comp Plan Conformity:	In Conformance With Plan

In April 2019, the City of Lincoln voters approved a six-year, 1/4 cent sales tax to be used for street improvements and construction. Of this new revenue to be collected starting October 1, 2019, up to 73.5% can be apportioned to repair and rehabilitate existing streets. In year one (FY 19-20), the proposed allocation represents 73.5% of the anticipated new revenue. In the out years, the vast majority of the new revenue will continue to be allocated for street repair and rehab, but the exact percentage may be subject to variation based on the project recommendations of the Advisory Committee on Transportation (ACT) and public input. A full list of these street improvement and construction projects can be found at: <https://streets.lincoln.ne.gov>

Project Total: \$122,873.10

Prior Appropriations \$0.00

Costs Beyond: \$0.00

6 yr appropriations

<u>Funding Source</u>	<u>2018/2019</u>	<u>2019/2020</u>	<u>2020/2021</u>	<u>2021/2022</u>	<u>2022/2023</u>	<u>2023/2024</u>	<u>6 yr Total</u>
City Wheel Tax, Residential Rehab	\$2,773.20	\$2,800.90	\$2,828.90	\$2,857.20	\$2,885.80	\$2,914.60	\$17,060.60
Federal Urban Area Projects	\$6,000.00	\$3,000.00	\$3,000.00	\$3,000.00	\$3,000.00	\$3,000.00	\$21,000.00
General Revenues	\$1,700.00	\$1,785.00	\$1,874.30	\$1,968.00	\$2,066.40	\$2,169.70	\$11,563.40
Highway Allocation Funds	\$4,935.60	\$5,608.00	\$4,542.10	\$4,097.80	\$4,277.60	\$2,477.10	\$25,938.20
Local Option Sales Tax for Street Improv	\$0.00	\$7,166.30	\$9,550.00	\$9,550.00	\$9,550.00	\$9,550.00	\$45,366.30
Other Financing	\$949.70	\$994.90	\$0.00	\$0.00	\$0.00	\$0.00	\$1,944.60

6 yr estimated cost by activity

<u>Activity type</u>	<u>2018/2019</u>	<u>2019/2020</u>	<u>2020/2021</u>	<u>2021/2022</u>	<u>2022/2023</u>	<u>2023/2024</u>
Other	X	X	X	X	X	X

0926 Transportation System Growth

Description:

This program component focuses on growth of new transportation system assets including program delivery, additional streets, bridges/structures, intersections, traffic signals, sidewalks, & technology enhancements in new growth areas. Projects include new streets and transportation right-of-way improvements, new bridges & support structures, new intersections and signal system hardware, and major upgrades to the fringe area street network.

Representative projects such as:

105th & 'O'
91st & Van Dorn
Van Dorn & Park Blvd

This project would implement study results to remove two at grade crossings which would improve safety and mobility for existing and future traffic needs in the area. Complete funding is not shown.

This project is part of Transportation System Optimization - 0925

Group:	General System Improvements
Program:	(None)
Budget Outcome:	Effective Transportation
Budget Goal:	Provide transportation infrastructure
Date Anticipated:	
Rating:	A
Status:	New
Comp Plan Conformity:	In Conformance With Plan

In April 2019, the City of Lincoln voters approved a six-year, 1/4 cent sales tax to be used for street improvements and construction. Of this new revenue to be collected starting October 1, 2019, a minimum of 25% must be apportioned to construction of new non-residential streets to promote private investment. In year one (FY 19-20), the proposed allocation represents 25% of the anticipated new revenue. In the out years, the allocation will be a minimum 25%, but the exact percentage may be subject to variation based on the project recommendations of the Advisory Committee on Transportation (ACT) and public input. A full list of these street improvement and construction projects can be found at: <https://streets.lincoln.ne.gov>

Project Total:\$19,320.20

Prior Appropriations \$0.00

Costs Beyond: \$0.00

6 yr appropriations

<u>Funding Source</u>	<u>2018/2019</u>	<u>2019/2020</u>	<u>2020/2021</u>	<u>2021/2022</u>	<u>2022/2023</u>	<u>2023/2024</u>	<u>6 yr Total</u>
City Wheel Tax, New Construction	\$742.10	\$565.00	\$580.70	\$597.30	\$364.70	\$382.90	\$3,232.70
Impact Fee Revenues	\$650.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$650.00
Local Option Sales Tax for Street Improv	\$0.00	\$2,437.50	\$3,250.00	\$3,250.00	\$3,250.00	\$3,250.00	\$15,437.50

6 yr estimated cost by activity

<u>Activity type</u>	<u>2018/2019</u>	<u>2019/2020</u>	<u>2020/2021</u>	<u>2021/2022</u>	<u>2022/2023</u>	<u>2023/2024</u>
Other	X	X	X	X	X	X

0927 Transportation Livable Neighborhoods

Description:

This program component for Livable Neighborhoods is a commitment to improving and maintaining strong, vibrant neighborhoods. In conjunction with Public Works and Utilities, Parks and Recreation, and Urban Development, this project provides funding to further that commitment.

Funding is provided for planning and design, preliminary engineering, and construction of improvements in the public ROW, and other measures resulting in Livable Neighborhoods such as street enhancements, park improvements, trails, and street trees. Specific locations will be identified through a multi-departmental process to identify and prioritize areas.

Group:	General System Improvements
Program:	(None)
Budget Outcome:	Livable Neighborhoods
Budget Goal:	Encourage well-planned use patterns and transportation
Date Anticipated:	
Rating:	A
Status:	New
Comp Plan Conformity:	In Conformance With Plan

Project Total:\$680.30

Prior Appropriations \$0.00

Costs Beyond: \$0.00

6 yr appropriations

<u>Funding Source</u>	<u>2018/2019</u>	<u>2019/2020</u>	<u>2020/2021</u>	<u>2021/2022</u>	<u>2022/2023</u>	<u>2023/2024</u>	<u>6 yr Total</u>
General Revenues	\$100.00	\$105.00	\$110.30	\$115.80	\$121.60	\$127.60	\$680.30

6 yr estimated cost by activity

<u>Activity type</u>	<u>2018/2019</u>	<u>2019/2020</u>	<u>2020/2021</u>	<u>2021/2022</u>	<u>2022/2023</u>	<u>2023/2024</u>
Other	X	X	X	X	X	X

0935 S. 40th from Yankee Hill Rd to south of Rokeby Rd**Description:**

This project includes two lanes plus turn lanes and 40th and Rokeby Rd intersection improvements at all four approaches for drainage considerations.
This project is part of Transportation System Growth - 0926.

Group:	Major Roadways
Program:	(None)
Budget Outcome:	Effective Transportation
Budget Goal:	Provide transportation infrastructure
Date Anticipated:	
Rating:	A
Status:	New
Comp Plan Conformity:	In Conformance With Plan

Project Total:\$11,795.30

Prior Appropriations \$0.00

Costs Beyond: \$0.00

6 yr appropriations

<u>Funding Source</u>	<u>2018/2019</u>	<u>2019/2020</u>	<u>2020/2021</u>	<u>2021/2022</u>	<u>2022/2023</u>	<u>2023/2024</u>	<u>6 yr Total</u>
City Wheel Tax, New Construction	\$0.00	\$0.00	\$0.00	\$284.60	\$2,922.40	\$2,938.30	\$6,145.30
Impact Fee Revenues	\$0.00	\$1,130.00	\$1,130.00	\$1,130.00	\$1,130.00	\$1,130.00	\$5,650.00

6 yr estimated cost by activity

<u>Activity type</u>	<u>2018/2019</u>	<u>2019/2020</u>	<u>2020/2021</u>	<u>2021/2022</u>	<u>2022/2023</u>	<u>2023/2024</u>
Construction		X	X	X	X	X

0339 North 33rd and Cornhusker/BNSF Rail Corridor**Description:**

This project would implement study results to remove two at grade crossings which would improve safety and mobility for existing and future traffic needs in the area.
Complete funding is not shown.
This project is part of Transportation System Optimization - 0925

In April 2019, the City of Lincoln voters approved a six-year, 1/4 cent sales tax to be used for street improvements and construction. Of this new revenue to be collected starting October 1, 2019, 1.5% is apportioned to the RTSD for the N 33rd and Cornhusker safety improvement project. A full list of these street improvement and construction projects can be found at: <https://streets.lincoln.ne.gov>

Group:	Bridges
Program:	(None)
Budget Outcome:	Effective Transportation
Budget Goal:	Convenient & safe public transit
Date Anticipated:	
Rating:	A
Status:	Continued
Comp Plan Conformity:	Generally Conforms with Plan

Project Total:\$37,446.30

Prior Appropriations \$8,700.00

Costs Beyond: \$0.00

6 yr appropriations

<u>Funding Source</u>	<u>2018/2019</u>	<u>2019/2020</u>	<u>2020/2021</u>	<u>2021/2022</u>	<u>2022/2023</u>	<u>2023/2024</u>	<u>6 yr Total</u>
Local Option Sales Tax for Street Improv	\$0.00	\$146.30	\$200.00	\$200.00	\$200.00	\$200.00	\$946.30
Railroad Transportation Safety District	\$1,700.00	\$1,200.00	\$3,500.00	\$7,100.00	\$4,300.00	\$10,000.00	\$27,800.00

6 yr estimated cost by activity

<u>Activity type</u>	<u>2018/2019</u>	<u>2019/2020</u>	<u>2020/2021</u>	<u>2021/2022</u>	<u>2022/2023</u>	<u>2023/2024</u>
Construction			X	X	X	X
Land Acquisition	X	X				