

**DIRECTORS'/ORGANIZATIONAL AGENDA
ADDENDUM**

Monday, April 20, 2020

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I. CONSTITUENT CORRESPONDENCE

1. Proposed Transportation CIP for 2020/21 to 2025/26 - Russell Miller
2. "O" Street - Gary Miller

Angela M. Birkett

From: Russell Miller <neb31340@twc.com>
Sent: Friday, April 17, 2020 2:53 PM
To: Council Packet
Subject: request to change proposed Transportation CIP for 2020/21 to 2025/26

CAUTION: This email comes from a sender outside your organization.

From : Russell Miller
341 S. 52
Lincoln, NE 68510

To : David Cary Lincoln Planning Dept.

Copy : Leirion Gaylor Baird, Lincoln Mayor
Lincoln City Council
Elizabeth Elliot, Director Transportation and Utilities
Lonnie Burklund, Assistant Director of Transportation
Planning Commission

Subject : request to change proposed Transportation CIP for 2020/21 to 2025/26

enclosure 1 : City webpage keyword ' CIP ' or <https://www.lincoln.ne.gov/city/plan/long/cip/cip.htm#s>

Hello,

The Capitol Improvement Program (CIP) has been recently released for the City budget cycle of 2020/21 to 2025/26. The CIP is required to cover 6 years, but the City budget will only cover 2 years (2020/21 to 2022/23) and my remarks are directed at the 2 year City budget.

During and after the 2019 campaign for the 1/4 cent sales tax increase, Lincolniters were assured repeatedly that the we would know where and how our street money was being spent AND that the sales tax money would be spent on rehabbing our residential streets. The word used was transparent.

This newly released CIP budget for transportation does NOT do that!

The previous CIP budgets (enclosure 1) itemized each street project by listing estimated project total, prior appropriations, dollar amount appropriated each year, expected money in the coming years and the sources of the money, VERY TRANSPARENT.

1. Today's CIP budget just provides the project name.

Example : using the 2018 CIP, it is easy to learn that:
project 0768 West "A" from east of Coddington - west City Limit
that the expected total cost \$11,972,200, in 2018 prior appropriations are \$700,000, city wheel tax is expected to be \$8,432,20 and impact fees are expected to be \$2,840,000. And it should be fully funded by year 2022.

Using the 'new' or 2020 CIP we learn the project is mentioned in both the Transportation System Optimization and Transportation System Growth categories. The CIP does list the money sources for all of the 14 projects, but there are no clues (or transparency) as to which money sources are funding the West A project or its current funding status or even if it is being considered being built during this 2 year budget cycle.

2. Today's 2 year CIP budget does NOT provide residential projects for 2 years.

The CIP's heading Transportation System Preservation lists 15 potential projects. One project is titled "Multiple Residential Neighborhood Rehabilitation and Repair Packages," which is what the sales tax is supposed to address. You are then directed to

<https://lincoln.ne.gov/city/itu/projects/cip/transportation.html> .

You are intuitively supposed to click on " System Preservation," which then lists 9 arterial street repair projects, but the "Multiple Residential Neighborhood Rehabilitation and Repair Packages" is blank or no projects are listed.

This is a crucial point. The 1/4 cent sales tax must not travel the route of Lincoln's wheel tax. The wheel tax was approved in 1958 to widen and resurface existing arterials. 46 years later (2004) the wheel tax was changed so that 11.36% of the wheel tax money had to be spent for residential rehab. (In 2013 it was changed to its current 14.86% Lincoln Code 3.30.220 <http://online.encodeplus.com/regs/lincoln-ne/doc-viewer.aspx#secid-6970>). This was necessary because the wheel tax money was substantially being used for arterials to serve new developments in southeast and south

Lincoln and not rehab any City arterial or residential streets. Despite the fact that wheel tax money comes from every Lincoln vehicle in every part of the City, the preponderance of the money is spent on south/southeast projects serving new developments.

I am convinced the same fate will happen to the 'Lincoln on the Move' (LOM or 1/4 cent sales tax money), UNLESS every year the entire 73% is tied to residential projects listed in the CIP.

As the transportation section of the proposed FY 2020/21 - 2025/26 Capital Improvement Program is currently written, it only specifies one year of residential rehab projects and those projects do not fully utilize the money available. The 7 listed CIP projects indicate that they will require approximately \$5.6 million Lincoln on the Move funds (1/4 cent sales tax, LOM) plus \$674 thousand from City wheel tax residential rehab portion.

This CIP is projecting LOM to receive \$9.55 million and residential rehab wheel tax to receive \$2.8 million each year. Therefore the combined total is \$12.35 million per year and the CIP only lists \$6.2 million for first year and zero for the second year.

At the October 2019 ACT (Advisory Committee on Transportation) meeting, we were given handouts that listed 5 residential street packages for each Council district or 20 total (<https://www.lincoln.ne.gov/city/ltu/streets/act/pdf/2019-10-17-residential-packages.pdf?act>) My point is that there are many projects that could be included in the proposed CIP. In addition these projects could be also used for the Wheel tax residential rehab.

This proposed transportation section of the CIP budget should be completely revised to make it truly **transparent** by:

1. specifying the exact street projects that will be funded
2. include a complete listing of the residential streets that will be rehabbed using LOM money
3. list each project's source of money i.e. LOM, wheel tax, impact fee, state/federal gas tax (in other words like the system used for 2018 CIP and preceding years)

Thank you,
Russell Miller 402-499-2611

Angela M. Birkett

From: Gary Miller <gmille05@yahoo.com>
Sent: Sunday, April 19, 2020 11:57 AM
To: Council Packet
Subject: O Street

CAUTION: This email comes from a sender outside your organization.

Hi, Can anything be done about the incessant drag race that goes on up and down O Street, pretty much every night but especially on the weekend?

thanks

Gary Miller

5417 L Street