

**IN LIEU OF  
DIRECTORS' MEETING  
MONDAY, FEBRUARY 19, 2007**

**I. MAYOR**

1. NEWS RELEASE. Mayor Presents January Award of Excellence to Bus Operator Clifton Carpenter.
2. (a) City of Lincoln Snow/Traffic Conditions Report for Tuesday, February 13, 2007, 4:30 a.m.  
(b) City of Lincoln Snow/Traffic Conditions Report for Tuesday, February 13, 2007, 10:00 a.m.
3. Washington Report, February 9, 2007.

**II. DIRECTORS**

**PLANNING**

1. Annexation by Ordinance. Number 18860, Effective January 2, 2007, 6.97 Acres.
2. Residential Land Inventory and Single Family Lots As of January 1, 2007 from Marvin Krout, Planning Director.

**PUBLIC WORKS**

1. Memo from Steve Masters regarding Discharge of Sump Pump/Foundation Drains.
2. Memo from David Cary, Transportation Planner regarding 14<sup>th</sup> Street Bike Lane.

**III. CITY CLERK**

**IV. COUNCIL REQUESTS/CORRESPONDENCE**

**ROBIN ESCHLIMAN**

1. Request to Karl Fredrickson, Public Works & Utilities Director - RE: Retirement Buyout Information (EschlimanRFI#6 - 02/01/07)

**ANNETTE McROY/PATTE NEWMAN**

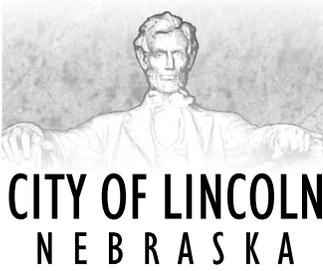
- \*1. Request to ~~Scott Holmes & Bruce Dart, Health Department~~ /Dale Stertz & Mike Merwick, Building & Safety Department/Tonya Skinner & Dana Roper, City Law Department - RE: Bar owners, outdoor smoking areas (McRoyRFI#175 & NewmanRFI#41 - 12/18/06). — **1.) SEE RESPONSE FROM SCOTT HOLMES, HEALTH DEPARTMENT RECEIVED ON McRoyRFI#175 & NewmanRFI#41 - 01/11/07.**
- \*2. Request to Darl Naumann, Mayor's Office/Karl Fredrickson, Public Works & Utilities Director/Nicole Fleck-Tooze, Public Works-Watershed Management - RE: 50<sup>th</sup> Street corridor costs (NewmanRFI#42 & McRoyRFI#177 - 01/10/07)

## **V. MISCELLANEOUS**

1. Email from Shannon McGovern giving Web Address of IHRA Motorsports.
2. Email from Shannon McGovern giving the Official Website of the National Muscle Car Association.
3. Email from Randy Haas giving Support for Amendment to West "O" Redevelopment Plan.
4. Email from Joel Ludwig listing questions and comments for the City Council, County Board, and Lincoln Chamber of Commerce.
5. Letter from Darrell K. Stock, Snyder & Stock, regarding 727 Partners and 725/727 "O" Street/Harris Overpass Project.
6. Letter from Robert A. Miles with suggestions for projects within Lincoln.
7. Letter from H. Eugene Cook re: Problem with having cancelled checks returned when payments made to Lincoln Electric System and the Lincoln Water and Wastewater System. (Distributed to Council Members on 02/14/07)
8. Email from Joyce Fisher questioning the Aquila seven dollar surcharge, possibly not legal and unethical.
9. Letter to Police Chief Casady from The New Americans Task Force on work done by liaison with new Americans. (Delivered to Council Members on February 15, 2007)

## **VI. ADJOURNMENT**

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# NEWS RELEASE

MAYOR COLEEN J. SENG

[lincoln.ne.gov](http://lincoln.ne.gov)

## OFFICE OF THE MAYOR

555 South 10th Street, Lincoln, NE 68508, 441-7511, fax 441-7120

**FOR IMMEDIATE RELEASE:** February 12, 2007

**FOR MORE INFORMATION:** Diane Gonzolas, Citizen Information Center, 441-7831

### MAYOR PRESENTS JANUARY AWARD OF EXCELLENCE

Mayor Coleen J. Seng today presented the Mayor's Award of Excellence for January to Bus Operator Clifton Carpenter of the StarTran division of Public Works and Utilities. The monthly award recognizes City employees who consistently provide exemplary service and work that demonstrates personal commitment to the City. The award was presented at the beginning of today's City Council meeting.

Carpenter has worked for the City since 2002. He was nominated by StarTran Field Supervisor Dave Tivis in the category of safety for his actions last November 6 when a teenage girl ran up to the bus he was operating at Centennial Mall and Q Street. The girl seemed to be out of breath, and was not wearing shoes or a coat. After Carpenter questioned the girl, she admitted she was a runaway. Carpenter contacted StarTran dispatch and asked for a Police Officer. The officer took custody of the girl, who was then returned to her mother. Tivis said the fact that Carpenter took note of the girl's plight and took action to help her substantially increased the teenager's level of safety that day.

The other categories in which employees can be nominated are customer relations, valor, productivity and loss prevention. All City employees are eligible for the Mayor's Award of Excellence except for elected officials and some managers. Individuals or teams can be nominated by supervisors, peers, subordinates and the general public. Nomination forms are available from department heads, employee bulletin boards or the Personnel Department, which oversees the awards program.

Nominations are reviewed by the Mayor's Award of Excellence Committee, which includes a representative with each union and a non-union representative appointed by the Mayor. Award winners receive a \$100 U.S. savings bond, a day off with pay and a plaque. Monthly winners are eligible to receive the annual award, which comes with a \$500 U.S. savings bond, two days off with pay and a plaque.



DGonzolas@ci.lincoln.ne.us  
02/13/2007 04:33 AM

To: CIC\_Snow\_Notification%NOTES@ci.lincoln.ne.us  
cc  
bcc  
Subject: 4:30 a.m. snow report

#### CITY OF LINCOLN SNOW/TRAFFIC CONDITIONS REPORT

A complete voice report is available at 441-7783. This number is for news media use only.

For more information:

Public Works Snow Center ? 441-7644

Diane Gonzolas, 421-1247, 525-1520

Date: Tuesday, February 13, 2007

Time: 4:30 a.m.

Lincoln is waking up to about four inches of snow this morning, and the wind is causing some drifting, so you'll want to allow a little extra time to get to work. Material spreaders have been out across the City since the snow began falling in Lincoln about 6 Monday evening. About 84 snow plows began working on emergency routes, arterials and bus routes at about midnight. Snow is expected to continue throughout the morning. Parking bans are not in effect at this time.

Please stay informed on the status of snow operations in Lincoln. Additional information is available on the City Web site at [lincoln.ne.gov](http://lincoln.ne.gov) and in your Windstream phone directory. If you have questions, you may call the Public Works Snow Center at 441-7644.



DGonzolas@ci.lincoln.ne.us  
02/13/2007 10:08 AM

To CIC\_Snow\_Notification%NOTES@ci.lincoln.ne.us  
cc  
bcc  
Subject 10 a.m. snow report

CITY OF LINCOLN SNOW/TRAFFIC CONDITIONS REPORT

A complete voice report is available at 441-7783. This number is for news media use only.

For more information:  
Public Works Snow Center - 441-7644  
Diane Gonzolas - 441-7831

Date: Tuesday, February 13, 2007  
Time: 10 a.m.

City snow plows have been working on bus routes, snow emergency routes and major arterials since midnight. As they complete the second pass on these streets this morning, they are moving into residential areas. Parking bans are not in effect, but residents are asked to move their cars off the streets to help the plowing effort. Plowing and material spreading operations will continue all day.

The Police Department reports that streets are slick, and there have been about 18 accidents since midnight. Drivers are advised to slow down, allow plenty of following distance and be especially careful at intersections. Make sure all windows are cleaned off and don't forget to wear your seat belts.

StarTran reports that a few buses are running five to ten minutes late, but most are on time.

As you are shoveling your walks today, don't forget to clear snow from crosswalks, curb cuts and fire hydrants. Remember, it is illegal to push or blow snow into or on any street, alley or sidewalk.

Again, parking bans are not in effect at this time.

Please stay informed on the status of snow operations in Lincoln. Additional information is available on the City Web site at [lincoln.ne.gov](http://lincoln.ne.gov) and in your Windstream phone directory. If you have questions, you may call the Public Works Snow Center at 441-7644.

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## **PRESIDENT SENDS FY08 BUDGET TO CONGRESS**

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**Washington Report**

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*Archived at:*  
[www.capitaledge.com/  
archive.html](http://www.capitaledge.com/archive.html)

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### **BUDGET**

President sends proposed FY 2008 budget to Capitol Hill while FY 2007 budget stalls in the Senate. Although the FY 2007 budget is still not finalized, the White House presented its FY 2008 budget recommendations to Congress this week. The \$2.9 trillion proposal assumes an overall increase of less than one percent for non-defense domestic discretionary spending. Meanwhile, the Defense Department would receive an 11 percent increase in FY 2008 under the President's plan, adding to a Pentagon budget that has increased 62 percent since the September 11 attacks.

In presenting his budget, the President outlined his plan to balance the federal budget by 2012, predominantly by slowing the growth of entitlement programs such as Medicare and Medicaid. The President also assumes annual reductions in domestic discretionary programs in areas such as health, education, and housing while proposing a permanent extension of tax cuts enacted in 2001 and 2003 that are scheduled to expire in 2010. Such a move would cost \$374 billion over the next five years and \$1.62 trillion over the next 10.

As expected, the White House budget received a cool reception from Democratic leaders, who criticized the proposals as re-warmed versions of past plans that have been rejected by Congress on several occasions.

The next step for the FY 2008 budget is the development of a budget resolution by Congress, which will set a broad-based outline under which Appropriations Committees must operate this summer when recommending funding for specific programs.

Meanwhile, Senate Majority Leader Harry Reid (D-NV) was having difficulty getting

the joint resolution that will fund non-Defense and non-Homeland Security programs for the remainder of FY 2007. The House approved the measure last week, but Reid is having difficulty with some Republican Senators who would like to offer amendments to the plan. The Majority Leader used a procedural tactic that prevents amendments from being offered, but Republicans responded by threatening to filibuster the measure.

That has set-up a showdown that could potentially result in a government shutdown, since the current resolution funding FY 2007 programs expires on February 15. Since Republicans still recall taking the brunt of the blame for the last shutdown in the 1990's, a filibuster is not likely. However, GOP members continue to look for a deal in which funding for base closure activities could be increased in the resolution, paid for with a one percent across-the-board reduction in all FY 2007 programs.

### **HOUSING AND CD**

No surprises in President's HUD budget. The proposed FY 2008 budget for the Department of Housing and Urban Development (HUD) followed the pattern of agency budgets from previous years, where most key programs would either be cut or receive level funding and new initiatives are presented that are largely ignored by Congress.

The plan calls for Community Development Block Grant (CDBG) formula grants to be funded at \$2.975 billion in FY 2008, a decrease of \$735 million from the expected FY 2007 level. In addition, the proposal asks Congress to authorize a new formula for the program that "will more effectively target CDBG funding to areas of greatest need in 21<sup>st</sup> Century America." Since the HUD proposal to change the CDBG formula was

not met with enthusiasm by the Republican-controlled Congress last year, we do not expect any activity on this front in the coming year.

As in past years, the HUD budget would eliminate funding for programs such as Brownfields redevelopment and HOPE VI severely distressed public housing, while extending all expiring Section 8 assisted housing contracts and providing a \$224 million increase for HOME (to \$1.68 billion), and a \$57 million increase for homeless assistance grants (to \$1.231 billion).

As expected, the proposed HUD budget was met with skepticism by Democratic leaders on Capitol Hill. However, the continued need for spending on military activities, combined with a Democratic mandate to balance the budget, will make it difficult for significant increases in HUD programs in the coming year. The U.S. Conference of Mayors is calling on Congress to double CDBG funding in FY 2008 to \$8 billion.

## TRANSPORTATION

DOT budget proposal falls short of SAFETEA-LU guaranteed levels. The FY 2008 budget proposal for the Department of Transportation (DOT) recommends levels for highway and transit programs that are below the levels that were spelled out for the programs in the 2007 portion of the SAFETEA-LU law.

Under the plan, programs at the Federal Transit Administration would receive \$9.422 billion, \$309 million below SAFETEA-LU levels, but \$452 million above FY 2007 levels. For federal-aid highway programs, the Bush budget proposes \$39.6 billion, which is the level from SAFETEA-LU, but does not allow for the distribution of an additional \$631 million in Revenue Aligned Budget Authority (RABA). The SAFETEA-LU law provides for RABA proceeds to be distributed to states if gas tax receipts are higher than expected. The Bush Administration is proposing using FY 2008 RABA funds to shore up the Highway Trust Fund, which observers believe will dry up between 2009 and 2011.

For Amtrak, the Administration requests \$800 million, which is well below the \$1.3 billion that the railroad is expected to receive in FY 2007. Aviation programs at the Federal Aviation Administration (FAA) would receive \$14.1 billion, down from the \$14.49 billion that the agency is to receive in FY 2007. The Administration is also expected to formally propose overhauling the current passenger ticket tax in order to meet the high costs of upgrading the nation's air traffic control system.

Both the Democratic and Republican leaders of the House Transportation and Infrastructure Committee were unhappy with the President's DOT proposal, particularly the SAFETEA-LU shortfalls for highways and transit.

Meanwhile, a \$3.5 billion transit security grant bill passed Senate Banking Committee this week. On Thursday, the Senate Banking Committee revived a major transit security grant initiative that failed to pass the 108<sup>th</sup> and 109<sup>th</sup> Congress. The draft legislation would authorize \$3.5 billion in transit security grants over three years and would fund a new public transportation security training program.

The bill would provide \$1.1 billion in FY 2008, of which \$536 million would be provided for capital investments and \$534 million would be available for operational assistance.

The Committee is hopeful that the transit security initiative will be approved this year. The bill came close to passing last Congress when it cleared both chambers as part of the port security bill. However, because of financial constraints, the transit portion was stripped during a House-Senate conference before the bill was enacted last October.

The bill now heads to the full Senate. It has been reported that the House Homeland Security and Transportation Committees are working together to draft a companion bill, which is expected to be introduced by the end of the month.

Additional transit news. Representatives at the Federal Transit Administration (FTA) confirmed today that once the FY 2007 Continuing Resolution is enacted, the agency will within 10 days outline the agency's process for releasing FY 2007 funds. This announcement will also include guidelines on the distribution of almost \$500 million in Bus and Bus Facilities account funding that will be open to competition as a result of the elimination of congressional earmarks from the CR. FTA officials indicate that congestion relief is a big priority for the agency, which may lend itself to funding being directed to the Urban Partnerships program, a comprehensive congestion initiative that is not currently funded.

FTA is also expected to publish regulations in the next few weeks implementing SAFETEA-LU provisions regarding Charter Bus Service, Buy America regulations, and possibly Americans with Disabilities Act regulations. Finally, FTA is expected to announce the appointment of Sherry Little as Deputy Administrator. Little is a longtime Professional Staff Member at the Senate Banking and Urban Affairs Committee and was instrumental in crafting the transit title of the 2005 SAFETEA-LU law.

## LAW ENFORCEMENT

President would slash local law enforcement programs. The FY 2008 budget proposal that President Bush submitted to Congress this week would cut funding for local law enforcement programs by 50 percent, from \$2.4 billion to \$1.2 billion. The congressional leadership reacted to this proposed cut in the same way that it reacted to the rest of the President's budget, rejecting it outright. However, given the budget constraints facing Congress, avoiding cuts to local law enforcement programs in FY 2008 will require effort on the part of local governments and officials.

Under the President's proposal, COPS, Byrne Discretionary Grants, Drug Courts, the State Criminal Alien Assistance Program, Weed and Seed and other discretionary grant programs

would be replaced by a \$200 million Violent Crime Reduction Partnership Initiative. The new program would make discretionary grants to communities with high rates of violent crime and to help develop multi-jurisdictional partnerships. The FY 2007 Continuing Resolution passed by the House and pending in the Senate would spend over \$700 million on the discretionary grant programs that the President has targeted for elimination in FY 2008.

On the formula side, the President would combine the Byrne Formula Grant Program, the State Criminal Alien Assistance Program (SCAAP) and other formula programs into a single new state local formula grant program called the Byrne Public Safety and Protection Program funded at \$350 million. In the FY 2007 Continuing Resolution Byrne and SCAAP combined are slated to receive \$839 million.

The President is also calling for cuts to the other two Justice Department programs of interest to local governments. The President's FY 2008 Budget proposes to fund Violence Against Women Act programs at \$370 million in FY 2008, a \$13 million decrease from the pending FY 2007 Continuing Resolution. Juvenile Justice Programs would also see a cut, from \$335 million in the pending FY 2007 Continuing Resolution to \$280 million.

## HUMAN SERVICES

Administration calls for cuts to social service programs. President Bush submitted a proposed FY 2008 budget for the Department of Health and Human Services that would eliminate several health and social service programs and would instead focus on health-related terror threats. Key congressional leaders reacted angrily to the proposed program elimination and Congress is unlikely to follow through on the President's recommendations.

The President is once again proposing to eliminate the Community Services Block Grant (CSBG), a proposal that Republican-led Congresses have rejected several times. The FY 2007 Continuing Resolution (CR) passed by the House and pending in the Senate would provide \$625 million for the

CSBG. The President would also eliminate the Preventive Health and Health Services Block Grant (\$99 million in the CR) and the Commodity Supplemental Food Program (\$107 million in the CR).

The Budget would retain the Social Services Block Grant (SSBG) but cut its funding by \$466 million from the Continuing Resolution to \$1.2 billion. Funding for the Low-Income Home Energy Assistance Program (LIHEAP) would decline by \$379 million from the CR to \$1.8 billion. Aging Services Program would also see a cut, declining by \$48 million from the Continuing Resolution to \$1.335 billion. In addition, despite the Budget's focus on combating terror, the Bioterrorism Preparedness Program would see its funding fall by \$125 million from the CR to \$698 million.

The President's Budget treats other programs of interest to local governments more generously. The Ryan White AIDS Program would receive a \$95 million increase from the FY 2007 CR to \$2.2 billion while funding for the Child Care Block Grant would increase by \$21 million to \$2.062 billion. Other highlights include \$6.789 billion for Head Start (\$100 million less than the CR), \$101 million for Healthy Start (same as the CR), \$656 million for Refugee Assistance (\$97 million more than the CR) and \$88 million for Runaway and Homeless Youth (same as the CR).

## HOMELAND SECURITY

President cuts Department of Homeland Security funds by \$3 billion. The FY 2008 budget requests \$34.6 billion for Homeland Security compared to \$37.6 billion requested for FY 2007. Of that reduction, \$1.9 billion would come from programs for state and local first responders.

The budget proposes \$1.9 billion for first responder programs, a reduction of \$985 million from FY 2007. Included in this reduction, the state block grants are reduced by \$650 million and the fire assistance grants are reduced by \$362 million. The Public Safety Interoperable

Communications (PSIC) grant program, from the Department of Homeland Security and the Department of Commerce, is requested to be funded at \$1 billion as it was in FY 2007.

The Administration proposed changes to border security and transportation security programs. Other proposals and the changes from FY 2007 in parentheses include: \$9.1 billion for Border Security (+\$1.1 billion), \$4.7 billion for Immigration and Customs Enforcement (+\$300 million), and \$210 million for Port Security (-\$190 million)

Also, the President proposed to keep Intercity Bus Security funded at \$12 million and Transit Security funded at \$175 million.

## JOB TRAINING

Job training programs slashed in Bush budget. The Bush Administration requested \$10.6 billion in funding for the Department of Labor in FY 2008, a three percent decrease from levels in the pending FY 2007 Continuing Resolution (CR). A majority of the decreases in funding would come from job training programs at the Employment and Training Administration.

Once again, the President proposes the consolidation of Youth Training, Adult Training, Dislocated Worker Assistance, and Employment Services formula grant programs into "Career Advancement Accounts" with a proposed budget of \$3.4 billion. Funding for these programs in the FY 2007 (CR) is estimated at \$3.834 billion. Congress has rejected the career Advancement Account proposal in each of the last two years and is expected to do so again this year.

The President's proposed budget also included \$40 million for the Prisoner Re-entry Program, which was consolidated with Reintegration of Youth Offenders. However, that level represents a 4 percent decrease for those programs from FY 2007 levels. The Youthbuild program is proposed to again receive \$50 million, a slight increase from the estimated FY 2007 CR funding levels.

## ENVIRONMENT

EPA funding once again proposed to be cut. The Bush Administration proposed a total of \$7.2 billion in FY 2008 for the Environmental Protection Agency (EPA), a decrease from the estimated \$7.7 billion in the pending FY 2007 Continuing Resolution (CR).

The plan also recommends \$688 million for the Clean Water State Revolving Loan Fund, a \$412 million cut from the FY 2007 CR level. The White House has proposed deep cuts in this program in recent years, and suggests in its budget plan that states and localities explore more public-private partnerships to improve their water infrastructure.

Decreases in funding from FY 2007 CR levels were proposed for several other programs, including Brownfields (-\$1 million to \$162 million), Leaking Underground Storage Tanks (-\$1 million to \$72 million, and Superfund (-10 million to \$1.24 billion).

## ARTS & RECREATION

Administration once again targets LWCF. In his FY 2008 Budget, President Bush is once again calling for the elimination of state grants under the Land and Water Conservation Fund (LWCF), which funds land acquisition for conservation and recreation. Under the FY 2007 Continuing Resolution passed by the House and pending in the Senate, state grants would receive \$30 million, the same as FY 2006. As recently as FY 2000 the state grant program received \$127 million.

Funding for arts and humanities fare better in the President's Budget. The Administration is proposing \$128 million for the National Endowment for the Arts, a \$5 million increase from the Continuing Resolution, and \$142 million for the National Endowment for the Humanities, a \$2 million increase from the Continuing Resolution.

Other art and recreation highlights from the President's Budget include \$43 million for the North American Wetlands Conservation Fund, a \$5 million increase from the Continuing Resolution level and \$64 million for the Historic Preservation Fund, an \$8 million increase.

## WATER RESOURCES

House panel clears trio of water infrastructure measures. The House Transportation and Infrastructure Committee cleared three water infrastructure bills this week. The Committee cleared the bills (HR 720, HR 700 and HR 569) one week after they were approved on the subcommittee level.

The Water Quality Financing Act (HR 720) would reauthorize the Clean Water State Revolving Loan Fund for five years at \$4 billion a year, more than four times the FY 2006 appropriation. The program was funded at \$887 million in FY 2006 and is slated to receive \$1.084 billion in FY 2007 under the Continuing Resolution passed by the House last week. Funding for the program, which provides low-interest loans for the construction of wastewater treatment plants, peaked at \$1.35 billion in FY 2000.

The Committee also approved legislation (HR 700) that would reauthorize an EPA pilot grant program that helps construct alternative water supply projects. The bill would authorize \$125 million a year for the grants; they were last authorized in FY 2004 at \$75 million. The third bill (HR 569) would reauthorize grants to repair and replace combined sewers. The bill would authorize \$1.8 billion for the grants over five years; the program was last authorized in FY 2003 at \$750 million, but has not been funded since.

Although all three bills enjoy widespread bipartisan support among Committee members, consideration of the bills was once again marked by partisan disagreement over whether the Davis-Bacon Act, which requires that workers on federally-funded construction projects be paid union wages, should be applied to water infrastructure projects. The bills are expected to be considered on the House floor in the next few weeks.

## PUBLIC SAFETY

House bill would create voluntary standards for meth lab cleanup. The House overwhelmingly (426-2) passed legislation (HR 365) that would require the Environmental Protection Agency (EPA) to develop voluntary guidelines for the cleanup of methamphetamine laboratories.

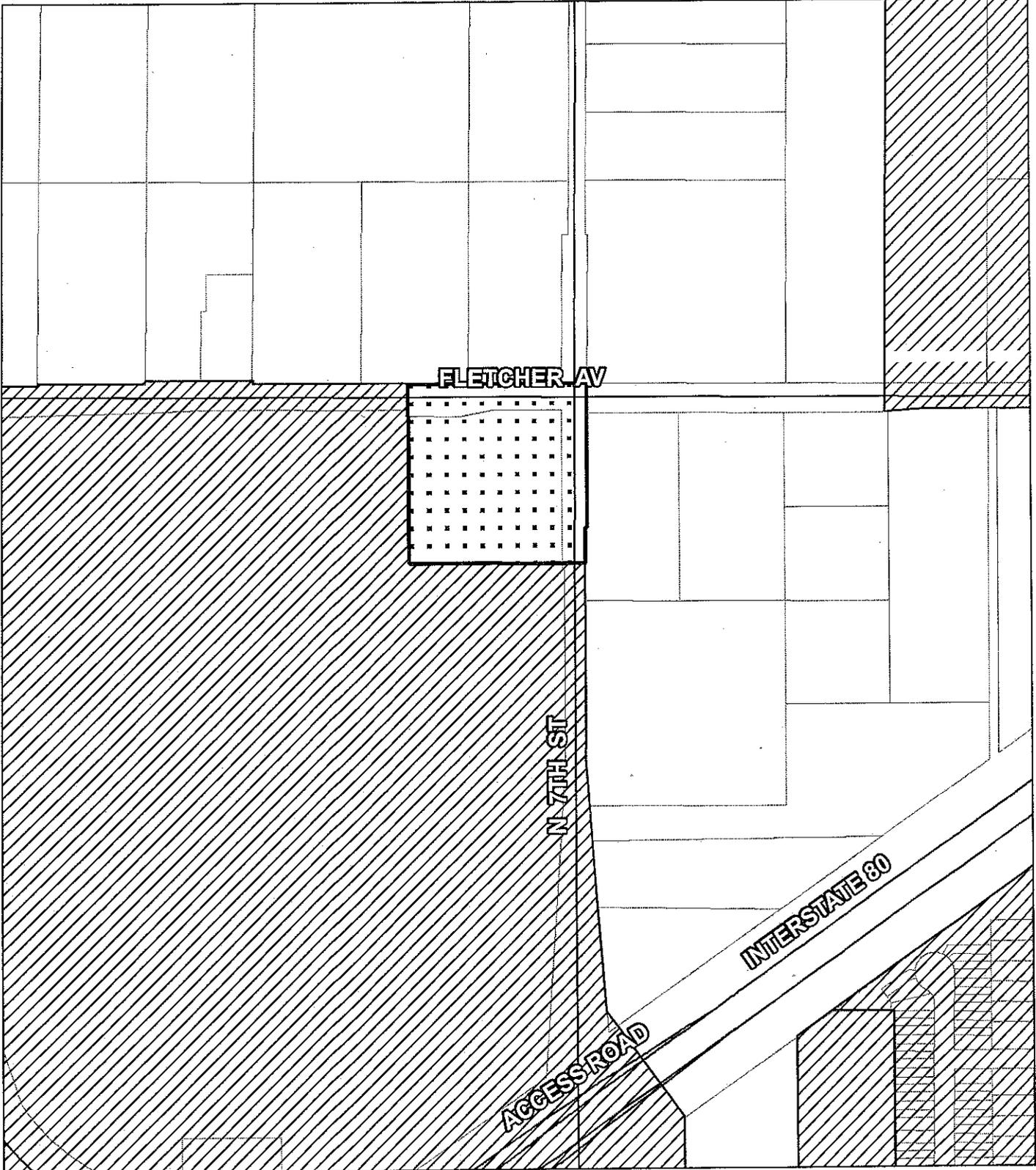
The proliferation of methamphetamine laboratories has created an expensive headache for local governments. The laboratories create large amounts of toxic hazardous waste and are often located in residential neighborhoods. The bill would authorize \$3.6 million in FY 2008 for EPA to develop the guidelines, which would be voluntary. The bill would also authorize \$1.5 million in FY 2008 for the National Institutes of Standards and Technology to conduct research on meth lab cleanup.

The bill has not been scheduled for Senate action to date.

## GRANT OPPORTUNITIES

**National Endowment for the Arts:** NEA has announced the funding opportunity The Big Read for the second cycle of FY 2007. The program is designed to promote and support literary reading to an entire community. The funding will provide a launch part, themed events, and forums to involve a community-wide campaign for literary reading. NEA will be allocating \$5,000-\$20,000 in funding to approximately 120 cities, along with providing additional resources to guide and enhance the program. Aside from the funding received the NEA will also use different forms of media to promote publicity for project to all sections of the community. Intend to apply applications are due March 1, 2007 and proposals are due April 12, 2007. For more information see:

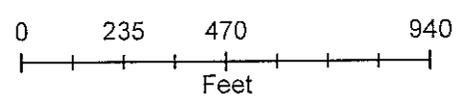
<http://www.neabigread.org/>.



**Annexation by Ordinance**  
**Ordinance No. 18860**  
**Effective: January 2, 2007**  
**6.97 Acres**



-  Area of Annexation
-  City Limits Before Annexation
-  Ownership Parcels



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# MEMORANDUM

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**TO:** City Council  
Lancaster County Board of Commissioners  
Mayor Seng  
Planning Commission

**FROM:** **Marvin Krout, Planning Director** 

**SUBJECT:** *Residential Land Inventory & Single Family Lots As of January 1, 2007*

**DATE:** February 7, 2006

**COPIES:** Mayor's Office, Public Works and Planning staff  
Development Community mailing list

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The periodic inventory of residential land is complete as of January 1, 2007. Attached is the "Residential Land Inventory Review" summary for 2007 and the past 9 years. We have reached the highest inventory in terms of single family lots (8,386) and overall units (16,873) in process – that is they are either final platted, preliminary platted or formally submitted and in process of review. We also have the largest inventory of units (10,074) with preliminary approval. There are a variety of reasons for the inventory, including many units being held back from final platting by the developers. Many of the units with preliminary approval have utilities near by, but the developer has decided to not yet final plat the property.

The City has extended sanitary sewer and water in several areas during the past few years, which also has helped increase the inventory. Developers had preliminary plans, change of zones and annexations approved last year alone that **expanded the city limits by 2,105 acres – more than 3 square miles.**

This is good news in terms of having an ample supply of single family lots in the pipeline. Based on the demand over the past 3 to 5 years, we now have a 6 ½ to 7 ½ year supply of single family lots that have final or preliminary plat approval.

The second attachment shows building permits by type for 2006 for Lincoln. Building permits for single family detached homes fell to 794 in 2006, compared with 958 in 2005. Housing starts were also significantly down in Omaha and throughout the nation in 2006. In Lincoln, the number of multi-family units was the highest (841) since 1997. This is due in large part to over 600 units alone at The Links at Lincoln, which is nearly complete at 1<sup>st</sup> and Fletcher.

The inventory also reflects the new boundaries of the Future Service Limit with adoption of the 2030 Comprehensive Plan on November 16<sup>th</sup>, 2006. The new Plan increased the amount of land to be served in the longer term. If land designated as residential in the Plan were to develop with the typical 3 dwelling units per acre we would have the potential for more than 53,000 more dwelling units. That is nearly a 50 percent increase over the number of dwellings in Lincoln today.

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Q:\CC\residential land inventory memo Feb 2007.wpd

# Residential Land Inventory Review

As of January 1, 2007

	Jan 2007	July 2006	Jan 2006	July 2005	Jan 2005	July 2004	Jan 2004	July 2003	Jan 2003	Sept 2002	July 2001	Jan 2001	July 2000	July 1999	July 1998
<b>Single Family/Attached/Duplex</b>															
Final Platted	4,112	4,079	4,645	3,779	3,593	3,097	2,605	3,048	3,000	2,866	3,655	3,693	3,016	2,403	2,194
Preliminary Platted	6,797	5,131	1,705	2,765	2,953	2,323	3,388	2,974	3,669	4,060	2,331	2,653	1,747	2,249	2,572
Submitted Prelim	892	2,887	3,831	2,901	1,555	1,817	718	1,533	588	765	1,355	1,500	3,741	2,933	1,270
<b>Total Final, Prelim &amp; Submitted</b>	<b>11,801</b>	<b>12,097</b>	<b>10,181</b>	<b>9,445</b>	<b>8,101</b>	<b>7,237</b>	<b>6,711</b>	<b>7,555</b>	<b>7,257</b>	<b>7,691</b>	<b>7,341</b>	<b>7,846</b>	<b>8,504</b>	<b>7,585</b>	<b>6,036</b>
<b>Multi-Family Units</b>															
Final Platted	1,218	1,220	1,842	1,824	1,463	1,672	1,670	1,886	1,687	1,687	1,641	1,588	1,506	2,069	2,370
Preliminary Platted	3,277	2,623	2,367	1,886	2,082	1,754	2,353	2,852	3,074	3,049	2,487	2,639	2,287	2,195	2,223
Submitted Prelim	577	877	407	200	0	675	475	755	401	546	869	869	1,290	1,583	994
<b>Total Final, Prelim &amp; Submitted</b>	<b>5,072</b>	<b>4,720</b>	<b>4,616</b>	<b>3,910</b>	<b>3,545</b>	<b>4,101</b>	<b>4,498</b>	<b>5,493</b>	<b>5,162</b>	<b>5,282</b>	<b>4,997</b>	<b>5,096</b>	<b>5,083</b>	<b>5,847</b>	<b>5,587</b>
<b>All Units In Plat Process</b>															
Final Platted	5,330	5,299	6,487	5,603	5,056	4,769	4,275	4,934	4,687	4,553	5,296	5,281	4,522	4,472	4,564
Preliminary Platted	10,074	7,754	4,072	4,651	5,035	4,077	5,741	5,826	6,743	7,109	4,818	5,292	4,034	4,444	4,795
Submitted Prelim	1,469	3,764	4,238	3,101	1,555	2,492	1,193	2,288	989	1,311	2,224	2,369	5,031	4,516	2,264
<b>Total Final, Prelim &amp; Submitted</b>	<b>16,873</b>	<b>16,817</b>	<b>14,797</b>	<b>13,355</b>	<b>11,646</b>	<b>11,338</b>	<b>11,209</b>	<b>13,048</b>	<b>12,419</b>	<b>12,973</b>	<b>12,338</b>	<b>12,942</b>	<b>13,587</b>	<b>13,432</b>	<b>11,623</b>
<b>Potential Units on Raw Land</b>															
	36,306	32,747	35,329	37,573	40,800	41,930	41,978	42,106	43,822	43,821	24,633	24,260	24,706	29,952	30,963
<b>Grand Total of Possible Units</b>	<b>53,179</b>	<b>49,564</b>	<b>50,126</b>	<b>50,928</b>	<b>52,446</b>	<b>53,268</b>	<b>53,187</b>	<b>55,154</b>	<b>56,241</b>	<b>56,794</b>	<b>36,971</b>	<b>37,202</b>	<b>38,293</b>	<b>43,384</b>	<b>42,586</b>
<b>Single Family ONLY</b>															
Final Platted	2,868	2,821	3,334	2,922	2,624	2,221	1,986	2,346	2,383	2,217	2,817	2,847	2,291	1,972	1,799
Preliminary Platted	4,682	3,507	1,077	2,020	2,276	1,945	2,566	2,431	2,871	3,215	2,050	2,372	1,435	1,811	2,084
Submitted Prelim	836	2,007	2,937	2,043	1,227	1,150	570	1,225	425	603	1,045	1,167	3,134	2,399	1,094
<b>Total Final, Prelim &amp; Submitted</b>	<b>8,386</b>	<b>8,335</b>	<b>7,348</b>	<b>6,985</b>	<b>6,127</b>	<b>5,316</b>	<b>5,122</b>	<b>6,002</b>	<b>5,679</b>	<b>6,035</b>	<b>5,912</b>	<b>6,386</b>	<b>6,860</b>	<b>6,182</b>	<b>4,977</b>

NOTES: - "Potential Units on Raw Land" means land inside the "Future Service Limit" of the Comprehensive Plan, but not upon which a plat has not yet been submitted or approved.  
 - Grand Total is the sum of "potential units on raw land" plus all final, preliminary approved and submitted dwelling units.

**Number of New Construction Dwelling Units,  
Based on Building Permits Issued in City of Lincoln  
Fifteen Year Period: 1992-2006**

	<u>2006</u>	<u>2005</u>	<u>2004</u>	<u>2003</u>	<u>2002</u>	<u>2001</u>	<u>2000</u>	<u>1999</u>	<u>1998</u>	<u>1997</u>	<u>1996</u>	<u>1995</u>	<u>1994</u>	<u>1993</u>	<u>1992</u>
Single Family	794	958	1,227	1,565	1,281	1,108	1,041	1,015	996	814	812	741	902	876	980
Sing. Fam. Attached	227	360	461	533	256	260	272	199	187	243	155	178	177	107	102
Duplex	14	42	62	52	60	64	58	34	54	102	62	40	36	58	42
Multi-Family	841	192	403	260	540	319	381	489	622	1,010	1,168	919	761	524	221
<b>Total</b>	<b>1,876</b>	<b>1,552</b>	<b>2,153</b>	<b>2,410</b>	<b>2,137</b>	<b>1,751</b>	<b>1,752</b>	<b>1,737</b>	<b>1,859</b>	<b>2,169</b>	<b>2,197</b>	<b>1,878</b>	<b>1,876</b>	<b>1,565</b>	<b>1,345</b>

**Average Per Period**

	<u>3 Year</u>	<u>5 Year</u>	<u>10 Year</u>	<u>15 Year</u>
Single Family	993	1,165	1,080	1,007
Sing. Fam. Attached	349	367	300	248
Duplex	39	46	54	52
Multi-Family	479	447	506	577
<b>Total</b>	<b>1,860</b>	<b>2,026</b>	<b>1,940</b>	<b>1,884</b>

- Note: Based on building permits issued, not actual construction and occupancy. There are some permits issued, particularly in multi-family, that are never built.
- Year is based on date permit issued, not date of completion and occupancy
  - "Single Family" is a single family detached unit on a single lot.
  - Single Family attached is defined as one dwelling unit on a single lot attached by a common wall to one or more other dwelling units.
  - Duplex is two dwelling units built on one lot.
  - Multi-family is three or more units built on a single lot, typical of apartments or condominiums.

Source: Lincoln/Lancaster County Planning Department (Updated January 25, 2007)



Karen K Sieckmeyer/Notes

02/15/2007 09:10 AM

To CouncilPacket/Notes@Notes

cc

bcc

Subject Fw: sump pumps

I am sending this to all Council members as constituents may make contact with you on this topic and having the information may be useful.

Patte:

**First: Thank you** for your interest in this matter!

Keeping ground & surface water OUT of the sanitary continue to be a concern. While we do not have an apparent solution to this concern for the Wastewater System, we are continuing to give attention to the matter. In fact as we've worked with our consultant on the Wastewater Facilities Studies, we have asked for examples of what other communities might be doing to remedy issues related to these types of discharges.

**Second: Firethorn's** desire to be annexed is partly caused by the fact that flows to their wastewater treatment plant exceed design. We understand that some of flows were caused by the improper connection of home heat pump discharges to the sanitary. Thus, Firethorn is an example of what can happen to capital and operating costs when this source of water is ignored.

**Third:** Some communities (e.g. Minneapolis-St. Paul area ) are working with property owners and actually entering homes to eliminate sump pump/foundation drains from the sanitary. The Cities have simply run out of space to build further treatment. (I sent Council an article that I authored on this in Feb. 2006). One issue, however, another community *system* (more cost) may be necessary to receive sump pump discharges. When discharges are to the street, one may observe icing in winter and moss in the summer. Discharges to yards are sometimes problematic for other reasons.

One more time, *thank you* for your interest in this matter. It is encouraging to have a Council member asking about sump pumps. I lack a simple, off the shelf solution to this discharges of this nature. We will continue to monitor and to ask questions of consultants and other communities.

Steve Masters

Public Utilities Administrator

(402) 441-7588

(402) 441-8609(fax)

"Patte Newman" <pattnewman@neb.rr.com>



"Patte Newman"  
<pattnewman@neb.rr.com>

02/08/2007 10:04 AM

To <SMasters@ci.lincoln.ne.us>

cc <CZimmerman@ci.lincoln.ne.us>,  
<DRoper@ci.lincoln.ne.us>, <kfredrickson@lincoln.ne.gov>,  
<NTooze@ci.lincoln.ne.us>

Subject Re: sump pumps

Thanks Steve. I'll let people know. My understanding was this was something that some city staff thought was important to look at to require all new construction to meet those codes. If you're saying that that's part of B&S inspections, it appears it is being done and only retro-fits or

homes grandfathered in are a problem.  
If Wastewater is not interested in pursuing anything right now I'll just go  
silently into the night on this. Thanks.  
Patte

----- Original Message -----

From: <SMasters@ci.lincoln.ne.us>  
To: "Patte Newman" <pattnewman@neb.rr.com>  
Cc: <CZimmerman@ci.lincoln.ne.us>; <DRoper@ci.lincoln.ne.us>;  
<kfredrickson@lincoln.ne.gov>; <NTooze@ci.lincoln.ne.us>  
Sent: Thursday, February 08, 2007 9:51 AM  
Subject: Re: sump pumps

>  
> Patte-  
> City Code does prohibit the discharge of sump pumps to the sanitary.  
>  
> Wastewater Division continues to examine the peak flows attributable to  
> quantities having origin other than domestic/commercial/industrial process  
> wastewater. Comparisons made of Lincoln's peak to dry weather flows are  
> actually less than a number of the midwestern cities that were considered.  
>  
> Further reductions of inflow/infiltration (I/I) is of continuing interest  
> to the Lincoln Wastewater System. Our staff has for many years, sought to  
> identify sources if I/I as a matter of daily work. Design for trunk sewer  
> systems provides for the peak flows and possible system options for wet  
> weather conditions.  
>  
> To place further emphasis upon individual home contributions to I/I  
> requires extra costs for the community. Some of these costs are:  
> provisions to enter homes and inspect home plumbing after occupancy, on  
> some recurring frequency, and  
> additional provisions within the subdivision design/grading to  
> accomodate sump pump discharges.  
>  
> This matter will continue to have consideration. However, at this point,  
> much work remains to bring a proposal forward.  
>  
> Steve Masters  
> Public Utilities Administrator  
> (402) 441-7588  
> (402) 441-8609(fax)  
>  
>  
>  
> "Patte Newman"  
> <pattnewman@neb  
> .rr.com> To  
> <smasters@ci.lincoln.ne.us>,  
> 02/04/2007 07:20 <kfredrickson@lincoln.ne.gov>  
> PM cc  
> <DRoper@ci.lincoln.ne.us>,  
> <CZimmerman@ci.lincoln.ne.us>,  
> <NTooze@ci.lincoln.ne.us>  
> Subject  
> sump pumps  
>  
> Steve, Karl, Nicole, Chuck and Dana  
> Some sort of code to require this separation for new construction has been

> discussed in the past.  
> Is there anything coming forward? If so, I'd like to get moving on it in  
> the next month or two. What is  
> the status?  
> Thanks.  
> Patte  
>  
>  
>  
> Effects of and possible solutions to mixing of Storm Sewer and Sanitary  
> Sewer Water  
>  
> . Heavy rain events increase sanitary sewer loads by 4 to 6 times normal.  
> This water normally should be carried by the storm sewer system, but  
> somehow the increased water finds its way into the sanitary sewer system  
> and increases the amount of water that must be treated.  
> . Current sanitary treatment capacity and trunk sewer capacity is sized  
> based on these largest flows.  
> . Some of this water is "infiltration," rainwater soaking into the soil  
> and  
> finding its way into sanitary sewer pipes through cracks in old sanitary  
> lines.  
> . Some (and many believe most) of this water is illegally pumped into the  
> sanitary sewers by residential or commercial building sump pumps to drain  
> or prevent flooded basements during rainstorms.  
> . No one knows how many sump pumps are currently discharging into floor  
> drains or directly into sanitary sewers.  
> . The current building code does require at least an exterior drain tile,  
> but does not require any discharge outlet or drain to carry away the water  
> that might build up against the exterior walls of the structure.  
> . The current practice for new construction in Lincoln seems to be to  
> provide both an interior and exterior drain tile and to drain them into a  
> sump pit in the basement, but to not provide a pump or a discharge outlet  
> for any water should a pump be added later. For the lucky homebuyer no  
> pump  
> is ever needed. For those unlucky enough to discover a water problem, the  
> simplest solution is to purchase a sump pump and run a discharge hose to  
> the nearest floor drain, and dump the water into the sanitary sewer. They  
> then have a dry basement and no one ever knows the difference unless they  
> inspect the basement and see the discharge hoses.  
> . If the code were amended to require a legal discharge outlet should a  
> sump be provided, either to the yard or garden outside or to a nearby  
> storm  
> sewer, the cost would be minimal. The code would not even have to require  
> a  
> sump pit; only that a legal outlet be provided in the event that a sump is  
> constructed.  
> . If all new construction in Lincoln were to follow this practice the need  
> for more sewage treatment capacity could be delayed, and the size required  
> for sanitary sewer trunk lines might even possibly be reduced.  
> . If an education program or stricter enforcement of current or amended  
> codes were to encourage owners or older homes with illegal connections to  
> sanitary sewers to upgrade to legal connections, the load on the city's  
> sanitary system could be reduced even more.

>  
>  
>  
> (See attached file: water.doc)

>  
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3:33 PM



**Karen K Sieckmeyer/Notes**

02/15/2007 10:10 AM

To CouncilPacket/Notes@Notes

cc

bcc

Subject Fw: 14th Street Bike Lane

FYI

Karen Sieckmeyer  
Executive Secretary  
Public Works/Utilities  
555 South 10th  
402-441-7566  
sieckmeyer@lincoln.ne.gov

----- Forwarded by Karen K Sieckmeyer/Notes on 02/15/2007 10:08 AM -----



**David R Cary/Notes**

02/14/2007 02:45 PM

To jasonstege@windstream.net

cc CAMPJON@AOL.COM, Karl A Fredrickson/Notes@Notes,  
Karen K Sieckmeyer/Notes@Notes

Subject 14th Street Bike Lane

Dear Mr. Stege,

Thank you for your insights and comments regarding the bike lane on 14th Street. I am responding to your e-mail after Karl Fredrickson requested I do so. I understand your concerns and would like to provide you with some information that may help explain the situation as it exists today.

I want to let you know that the Downtown bike lanes continue to be monitored and studied and will be discussed again with the City Council this summer. This does not necessarily mean that they will be removed, nor does it mean they will remain exactly the same as they are today. What it does mean is that the bike lane facility and concept is something that we are committed to trying in Downtown, and possibly in the future in other locations, and we will try to improve their application here in Lincoln as we learn more about their use. Thus your continued input is more than welcome today and in the future.

Now, to address your comments and questions. On 14th Street, the issue of delivery trucks using one of the thru traffic lanes for their deliveries is an issue that is most appropriately addressed by the Lincoln Police Department. The Downtown police team was involved in the process to implement the bike lanes and is well aware of the need to keep the thru-lanes clear of parked delivery trucks. It is understood that delivery trucks are not to block lanes for moving traffic, be they bike lanes or automobile lanes. In other words, this is an enforcement issue that is being monitored by the Police Department.

As to the issue of traffic trying not to cross the bike lane when there is an obstruction in the thru-lane, be it an illegal parked delivery truck or an accident, automobiles and city buses may cross the bike lane legally if necessary to move into a turn-lane, to enter or exit a private driveway, to enter or exit on-street parking, or to avoid a conflict as necessary. However, autos are not to use the bike lane for continuous travel down the street.

The use of the right-turn lane on 14th between N and M Streets is again more of an enforcement issue. The design of the street with the bike lane installed has been done to inform the driver that they either need to cross over the bike lane to enter the thru lane, or make the right turn legally. A right turn only sign has been installed on the signal at the intersection, a right turn only arrow has been painted on the lane itself, and the length of the angle parking stalls north of N Street have been extended to better inform the

driver that there is no thru lane continuing after the intersection. Given this, continued disregard for the proper movement of traffic again becomes an enforcement issue. I know that up until now the Police Department has been issuing warnings to those they cite for not following the rules of the road. The issuance of tickets in the future may be the next step to help ensure adherence to the rules of the road. This, of course, is a decision to be made by the Police Department. This, by the way, also applies to bicycle users who decide to not follow the rules of the road. With events at Pershing and out of town users, there always will be conflicts and issues, but there also is a learning process for people in general with something like this, so over time we believe this will be less and less of an issue for such users.

During the process of determining where to place the bike lanes in Downtown, a process that included multiple public meetings with city leaders, interested citizens, and Downtown businesses and stakeholders along the proposed routes, it was determined that 12th Street would result in too much of a negative impact on the on-street parking and traffic flow (mostly due to the fact that 12th is 2-way for a stretch) for it to be chosen for a northbound bike lane. Instead, 14th Street was studied and then chosen for implementation. I would agree that there are conflicts on 14th as well, but the reality is that there will be conflicts on any street that proposes to install bike lanes with different conflicts on different streets. Also, 14th Street does provide positives in that it leads directly into the UNL campus and the Student Union area, it serves directly the Downtown City Library, and the major employers and businesses along 14th were supportive of the concept.

I will also tell you that we have observed the bike lanes to work well on both 11th and 14th will relatively few complaints. We do know that the biking community is very supportive of them as a first step toward making Lincoln more of a bicycle friendly community, with on-street bicycle facilities being a major step toward this goal. Also, the installation of bike lanes in Downtown Lincoln is supported and called for in our Downtown Master Plan with the hope to make our Downtown as vibrant and successful as possible. We've also received strong support for the bike lanes from Downtown workers who bike to work, and from UNL students, faculty, and staff.

I hope this information has been helpful and informative. As I said earlier, your input and comments are very much appreciated and desired as they will help us adjust and improve the bike lane system over time. Please feel free to contact me in the future if you have any further comments. Thank you.

Sincerely,

David R. Cary, AICP  
Transportation Planner  
Lincoln/Lancaster County Planning Department  
402.441.6364

From: jasonstege@windstream.net  
To: newman2003@neb.rr.com; pnewman@lincoln.ne.gov; jcamp@lincoln.ne.gov;  
jcook@lincoln.ne.gov; amcroy@lincoln.ne.gov; dmarvin@lincoln.ne.gov;  
ksvoboda@lincoln.ne.gov; reschliman@lincoln.ne.gov  
Sent: Mon, 12 Feb 2007 4:43 PM  
Subject: Bicycle Lane

Hello Council Members

I would like the council to revisit the bike lane issue. I think it is unsafe to continue to have this lane on 14th street. For Example on Monday about noon at 14th and O streets, there was a beer delivery truck in the west lane with a fed-ex truck behind it and in the east lane a 53 foot truck and trailer with an Armark delivery vehicle behind it. Then there was buses and regular traffic trying to use one lane without crossing through the bike lane.

Everyday I see cars driving east of the bike lane between M and N streets, which is supposed to be illegal with nothing being done about it. When Pershing Center has events it makes the problem worse especially when there is alot of out-of-town traffic.

I have a solution why don't we move it to 12th street. This street flows right into campus the reason we have this lane I presume. It will be safer since the commercial vehicle don't use this street as much as 14th.

The bicycle lane is inconvenient to 99.9% of the people in this city please change it!

Jason Stege  
325-8966 or 610-0345

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"shannon mcgovern"  
<midwestminichoppers@hotmail.com>

02/09/2007 09:25 PM

To carolserv@hotmail.com, commish@lancaster.ne.gov,  
commish@lincoln.ne.gov, council@lincoln.ne.gov,  
dnaumann@lincoln.ne.gov, keagan@lancaster.ne.gov,  
cc

bcc

Subject IHRA.com - Homepage Of IHRA Motorsports - A Division Of  
Live Nation

<http://www.ihra.com/index.php>

Please visit this site. The IHRA is a step down from the NHRA. The cars are not as loud as the top fuel dragsters of the NHRA. The events they hold would bring in just as much revenue to our community.



"shannon mcgovern"  
<midwestminichoppers@hotmail.com>

02/09/2007 09:43 PM

To russbayer@aol.com, SHolmes@ci.lincoln.ne.us,  
keagan@lancaster.ne.gov, gjuilfs@lancaster.ne.gov,  
randy@schwisow.com, llama\_mama@alltel.net,

cc

bcc

Subject NMCA DIGITAL - The official website of the National Muscle  
Car Association

<http://www.fasteststreetcar.com/schedule.php?PHPSESSID=e02f86972a3eb60e57c62e31c35c8e1f>

The NMCA is one of the fastest growing Drag race venues. Most all of these cars have mufflers.

It would be great to have Nebraska on there schedule.



**"Randy Haas"**  
**<RHaas@tohaastire.com>**

02/12/2007 09:16 AM

To <council@lincoln.ne.gov>

cc

bcc

Subject Support for Agenda Item #16, Amendment to West O  
Redevelopment Plan

City Council, The West 'O' Area Business Assn supports the Proposed  
Amendment to the Redevelopment Plan, Randy Haas, President, West 'O' Area  
Business Assn.



"Joel Ludwig"  
<jjl1963@alltel.net>  
02/13/2007 12:35 AM

To <KSvoboda@ci.lincoln.ne.us>, <mayor@lincoln.ne.gov>, <council@lincoln.ne.gov>, <plan@lincoln.ne.gov>, <RogerYant@aol.com>, <wbirdsall@lcoc.com>, <LIBA" <coby@liba.org>, <Matt.Olberding@lee.net>, <online@journalstar.com>, <richard.baier@ded.ne.gov>

bcc

Subject Ties that bind .... growth

What is the relation between the Lincoln Chamber of Commerce, the Lancaster County Board and the Lincoln City Council? Does the chamber receive a lot of it's funding from the County? The city? What about member dues?

I believe that the Chamber of Commerce has had it's arm twisted by a member of the county board, through threats of funding cuts. I believe the purpose is to deter the growth of Lincoln to the north of I-80. I believe the drag strip has simply been the initial catalyst in a series of events. It has been showing in recent activities surrounding other projects in the county.

I wonder what the business members of the Lincoln Chamber of Commerce would think of this? I would like to ask all the chamber members how they would feel this situation, if it is true. Isn't the chamber supposed to work for economic growth and vitality for the community?

A lot of people are wondering why the Chamber hasn't gotten on-board to help support the development of the drag strip project. It will clearly benefit the community. It will clearly bring in economic growth for many other businesses in the area. There are stories of people from the chamber who have said they are directed to stay "hands off" this project. The implication is that they risk budget reprisals from the county if they support the drag strip.

If the chamber can be threatened with budget cuts by elected officials, then it should be disbanded. If they are collecting member dues, and taxpayer money, they should act in the interests of the local business community and the taxpayers that work for them.

I have heard of chamber associates saying they can't support the drag strip since there is no guarantee that NHRA would sanction the track, or that they would bring a divisional meet to Lincoln. This is a parrot of opposition arguments that are false. Who is feeding this to them? The facts are: Rob Park, the NHRA Division 5 director spoke at the planning commission hearing and expressed the complete support of NHRA. Mr. Park attended the meeting, even though his wife was pregnant and expecting their first child at any moment. He received a call prior to the meeting that she went into labor, and yet he stayed and spoke to the planning commission before rushing home to Kansas City. I don't think you can question the support of NHRA. Greg operated the previous track at Scribner with NHRA sanction for 5 seasons. Since the excuses of the Chamber are lies, repeated from opposition sources, and sounding very similar to comments from a particular county board member, it is understandable that a person put 2 and 2 together.

Other interesting stories surround some key government associates in the planning department acting on directions to distract, obstruct, subvert and divert any activity related to growth along Highway 77 north of the interstate. There seem to be a bunch of friends of this particular county board member in key positions of the local government. Lots of strings to pull. Obstacles always seem to come up from planning department associates when a project needs to be stopped. Sewer and water projects can't get done. Task force activities are obstructed. Developers are discouraged. It just can't get done in Lincoln. That is the impression given. Lots of strings getting pulled.

One member of the motor sport task force has basically stated that the drag strip can't go in on the property along highway 77 because "those people up there will just cause all kinds of problems for BOB (identity withheld, but you can probably figure it out)". He is there to look out for BOB. It is implied that BOB wants to run for another elected office someday. BOB lives in the area. BOB doesn't want to hear his annoying neighbors complaining to him, and the people of Lincoln seem ignorant of him. BOB appears to be putting his personal interests ahead of the 45,000 or so people in his district. Most of the county residents live in LINCOLN, not out in the rural county. He is acting against their interests when he obstructs growth of the city into the rest of the county.

Other people appointed to the motor sport task force were known to be aggressive opponents to the drag strip project. One of these persons eventually exposed his agenda during recent meetings on location. While discussing criteria for potential race track locations, they kept coming back to the eventual conclusion that the property along highway 77 is superior to the alternatives. The frustrated response from this member was "it can't be out there because then there would be all other kinds of stuff going out there. We have enough growth in that area and just don't want all the extra traffic and stuff that goes with it". He and others have admitted their intentions. Stop growth. Stop the 56<sup>th</sup> Street development. Stop anything along Highway 77. Stop the drag strip because any successful development in the area will draw others.

There has been interest in a truck stop and motels around the Highway 77 and I-80 exit. That interest is heightened when the potential of the drag strip is added. The increased customer traffic would be a boon to the county. But is isn't in the interests of the F.O.B.'s (Friends Of BOB). They don't want the inconvenience of the extra traffic. They think that having the LES wind generators in the area is enough of a burden on them.

Is it what it appears to be? When does a small group of people opposed to growth in the northern part of the county get to put a county board member in their pocket? Opponents to the drag strip stated in letters to the planning commission that they were promised that northern Lancaster county would be left agricultural. Promised? By WHO?

And who are these "concerned citizens"? Many of these "concerned citizens" are associated with the anti-growth group CPRLife.org. They spoke out against the recent soil mining permit north of Lincoln. They are against any development at 56<sup>th</sup> street and I-80. They will continue to be active against any growth of Lincoln to the North along Highway 77. Growth is great as long as it happens on the other three sides of Lincoln. Just not in their backyard. How precious are they?

The people of Lincoln should be aware of these actions. A small group of people are actively working to fence in the city, and the line is drawn at Interstate 80. The rest of the county is not being represented by their county board.

You are being copied in this letter in the hope that you can provide some leadership in these areas. We need to see someone stand up to these anti-growth groups. Lincoln needs the city council and the Mayor to act in their interests. Lincoln needs local business to speak up. Nebraska needs to take note of how things are done in Lincoln. No tiptoeing around the topic. Call it what it is.

The county board appears to be acting against the interests of the city and the state. If the fight isn't answered now by the city, it is lost.

How has it come to Lancaster County acting at odds with the interests of the City of Lincoln? Wasn't the combining of some city-county departments supposed to streamline and improve conditions for the people in the area? If you have two bosses, you really have none. This is the life of the planning department.

One only needs to read the recent headlines. The 56<sup>th</sup> Street development is in risk of cancellation. Another Lincoln company is contemplating leaving because of obstructions to growth. Other projects are being stopped in the planning stages.

In recent years, developers have stopped bringing projects to the Lincoln area because other communities in other states know how to encourage economic growth. The obstructions to growth in Lincoln are clear, and the people that live or work in Lincoln can easily recognize them. Lincoln is losing. Losing businesses. Losing jobs. Losing opportunities to others.

These obstructions to growth affect the State of Nebraska as much as the city of Lincoln. Lincoln lives disproportionately on the backs of the taxpayers of the state. It would be nice if the private sector were allowed to grow and help carry a larger portion of the burden in the Lincoln metro area. I hope the people of Nebraska begin to pay more attention to the actions taking place in Lincoln.

Why has the city grown so lopsided to the south and east? If the city had grown proportionally since the time I started college in the early 80's, there would already be development up north past Waverly road. Lincoln would be using I-80 to help relieve cross town traffic. The infrastructure costs of the city would be a less today when it comes to roads. No one can explain why the city has been so poorly planned that the obvious benefits of a proportional growth plan haven't been utilized. Have the obstructions to northern growth been in place that long?

The city of Lincoln needs to stand up to the few people that are obstructions to growth. It needs strong leaders that aren't afraid to call the obstructionists out in public. I believe you can do this for the city. I believe that the great majority of people who work, and who live in Lincoln would recognize and appreciate your efforts on their behalf. The people of Lincoln already recognize the problems. **Show them some solutions.**

Joel Ludwig

219 4<sup>th</sup> Street

Garland, NE 68360

*Snyder & Stock*

*Attorneys at Law*

*1115 K Street, Suite 104*

*Lincoln, Nebraska 68508*

7:00 PM

1/10/07

3:00 PM

*Jerry L. Snyder*  
*Darrell K. Stock, P.C., L.L.O.*

*Fax (402) 476-6756*  
*Phone (402) 476-3345*

February 7, 2007

Dana Roper, City Attorney  
575 South 10th Street

Joan Ross, City Clerk  
555 South 10th Street  
City-County Bldg.  
Lincoln, NE 68508

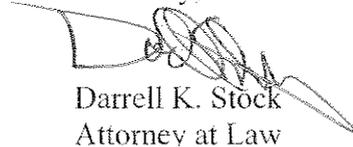
Re: 727 Partners, 725/727 "O" Street/Harris Overpass Project

Dear Dana and Joan:

The above-referenced building owned by 727 Partners is 30 feet south of the current bridge and will be 19 feet 6 inches south of the proposed bridge, due to the addition of a right turn lane. My clients are aware that the demolition of the current bridge, and the construction of the new bridge, will involve activities that will cause vibration to the surrounding area.

This is to notify the City of Lincoln that it is our intention to hold the City responsible for any damage to the structure resulting from the construction activities. At the current time, the structure and foundation of the building have no defects.

Sincerely,



Darrell K. Stock  
Attorney at Law

DKS/dm  
cc: William Whitmer

*Robert A. Miles*

4207 Bellville Dr.  
Lincoln, NE 68521  
402-304-9305  
rmiles@neb.rr.com

RECEIVED

FEB 12 2007

CITY COUNCIL  
OFFICE

February 7, 2007

Mayor Colleen Seng  
555 South 10th, 2nd Floor Rm 208  
Lincoln, NE 68508

Dear Mayor Seng,

Congratulations on the completion of the Sunken Gardens reconstruction project completed last year. I also understand the city has plans for upgrading some of the neighborhoods in the city—as has been done recently in the Holdridge district. I should think that would help make the city a more upscale place to live.

Along those lines I thought I'd offer a few suggestions of other projects the city might consider, in increasing the livability of our city.

1. One is to consider building a downtown trolley network as I've recently read a number of other cities have been doing, with good success. Note that that article states that some real estate developers have even helped pay for such trolley nets, as it greatly increases the value of the properties in those areas.

2. Another issue I've thought of, living here in the north end, is that it would be wonderful to have the several large grain elevators in this area painted—and not just with an ordinary paint job, either, but one's with company logos or advertisements! With all the money spent on such advertising, I should think that would largely pay for such projects, as well as increasing civic appreciation for such corporate largess.

Furthermore, it seems to me that the **State Fair Association** could enter into this project as well, painting that elevator adjacent to the fairgrounds with a mural advertising said event. Thus two “birds” could be killed with one stone—the grain elevators would get painted with very nice paint schemes, and state fair attendance would likely be enhanced. I should think as well, this would generate increased civic pride between both the inhabitants of Lincoln, and in the state as a whole; thus helping to bind Lincoln to the larger community.

4. Fourthly, as a former resident of the Washington, D. C. area for over 10 years, I have been thinking how nice it would be to have flowering trees planted all around the Twin Oak Lakes, in much the same manner of D. C.'s Tidal Basin. Think of the beauty this would instill in that area—which is badly in need of some upscale

landscaping of some sort. Right now the only picture of our city's skyline that looks halfway pretty is one taken at night, so as to mask the drabness of the landscaping in that area. How nice it would be to have pretty photos of our city in daylight to post, with such a beautiful landscaping arrangement in the foreground!

5. Finally, in regards to the Twin Oak Lakes (and the other lakes in our city), I've wondered for some time if more attention could be given to the planting of native aquatic plants in them? These could include *arrow leaf, water lilies, and even lotus*—the last I discovered to my surprise, some years ago, are not tropical plants at all, but are native to this country, growing as far north as Minnesota and Maine!

I myself have experiment with such plants both here and prior to moving here some 10 years ago. In central Virginia I discovered a water lily, which is resistant to predation by snapping turtles—apparently the greatest limitation to their establishment. (Perhaps that is why water lilies are more extensive in northern states, such turtles preferring warmer climates?) Besides their aesthetic beauty, such aquatic plants also provide food, shade and shelter for fish; and it is known among some fishermen that the best fishing is in those areas where such plants grow. (Such as in lake Manawa, Iowa, which has at least one cove with such lilies growing in it; as well as in states to the south of us, which are reported to have much better fishing because of such “weeds” growing in their waters.)

Such plants also increase oxygenation of the water as well—a real problem in springtime as the water warms up, as the annual spring fish die-offs in the Twin Oak lakes attest to. (*Fountains* could also be installed for use during those times—and at other times as well.) They also absorb much of the fertilizer run-off, thus limiting algae growth and the subsequent fall fish died-offs. Some are known to detoxify other wastes as well.

Indeed, when the state first enacted its fisheries development surcharge on fishing licenses (back in '97) I thought such monies would be used for this purpose. But discovered otherwise when I visited the state fisheries department, whose personnel knew nothing about the benefits of such plants, let alone about their propagation.

One person I spoke to admitted one of the area's lakes had had some lotus naturally occurring in it—until they'd drained it for dredging, and neglected to preserve any for re-plantation. So it seems this is a subject that might be encouraged for investigation on both the local and state levels.

In any event, I thank you for your time and attention to these suggestions, and wish you the best during your upcoming retirement.

Sincerely,



P. S. Do you think someone could get the railroad to paint its bridges, too, sometime? The one at 48<sup>th</sup> and Cornhusker looks terrible!!!



Lincoln City Council  
Room 111  
South 10<sup>th</sup> Street  
Lincoln, NE 68508

February 13, 2007

RECEIVED

FEB 14 2007

CITY COUNCIL  
OFFICE

Dear Council Persons:

I am writing because of a serious problem that I have encountered with both the Lincoln Electric System and the Lincoln Water and Wastewater System. For many years I have paid my bills by check. In December of 2006 my original cancelled checks were not returned to me. This is because their depository, Union Bank and Trust Company will no longer return my original cancelled checks to my bank that is TierOne. I pay TierOne to return my original cancelled checks but they cannot do so if they are not received.

On January 16, 2007 I wrote certified letters to both Lincoln Electric System and Lincoln Wastewater System demanding that my original cancelled checks not be destroyed and that they be returned to me. All my checks have a stamped statement above my signature that reads:

“Do not destroy this check. Check must be  
presented to the financial institution  
and returned directly to H. Eugene Cook”

This restriction was ignored.

I do not use a debit card and only use a credit card in extreme emergencies. I will not allow a direct payment from my account for security reasons. In January I will have to make 12-14 mile round trips to pay the bills in cash. As you know parking is a real problem in the downtown area where Lincoln Electric System and Lincoln Water and Wastewater System offices are located. I have had other instances when my original cancelled checks were not initially returned but in most cases I have been able to obtain the original cancelled checks after much persistence. I am boycotting businesses that use depositories that will not return my original cancelled checks.

In my opinion I have a constitutional right to have my original cancelled checks returned to me. Article VII, Amendment IV of the U.S. Constitution States as follows:

“The right of the people to be secure in their persons, houses, papers and effects, against unreasonable searches and seizures, shall not be violated -----“. The Union Bank and Trust Company uses a law commonly referred to as “Check 21” to not return my original cancelled checks. My understanding is that the “Check 21 “ law permits them to only return to me what is called a “Legal Copy” of my original cancelled check. However, the Federal Reserve has published a frequently asked question web site at <http://www.federalreserve.gov/paymentsystems/truncation/faqs2.htm>. Question number 4 asks “Does Check 21 mean that customers can’t get their checks back in their account

statements". The first sentence response reads "NO. Check 21 does not require customers to stop receiving back checks in their account statements". It is not that Union Bank and Trust Company cannot return my original cancelled checks they simply refuse to do so.

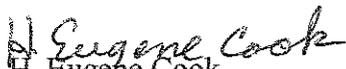
Why do I demand that my original cancelled checks be returned? If I were to take a check that I received from someone, copied it, wrote legal copy on the copy and presented it to a bank to cash do you think that the bank would cash the copied check? I think not. I would expect to be charged with counterfeiting, found guilty in a court of law and sentenced to prison. If I were to borrow an item from my neighbor and fail to return it after being requested to do so I would expect to be found guilty of theft. I absolutely cannot trust any bank or financial institution that will not return my original cancelled checks. Why do they want to retain them? I suspect there may be at least three reasons. The original cancelled check could be run through my account again at a later date, it could be used to steal my identity (which already may have happened) or it could wind up in some third party hands and used to steal my identity. I must have my original cancelled checks returned so that I can either retain them in my permanent records or personally destroy them. The bank may say that they will destroy the cancelled check but I do not trust them.

Lincoln Electric System and Lincoln Water and Wastewater System are public utilities. They should be able to provide reasonable service to their customers. My personal feeling is that they do not give a damn about good customer service. They are a monopoly and do not try to accommodate their customers needs.

Why is it that only Union Bank and Trust Company can be used as a depository for Lincoln Electric System and Lincoln Water and Wastewater System? There are other banks that will return original cancelled checks to their customers. I get very suspicious regarding what kind of agreements that they have with the Union Bank and Trust Company when the use of other depositories will not even be considered.

Unless some arrangement can be made so that in the future my original cancelled checks are returned to me I will consider making this a public matter. I do not want the hassle and trust that you do not either.

Sincerely;

  
H. Eugene Cook  
2200 Larchdale Drive  
Lincoln, NE 68506

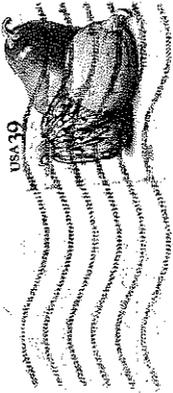
CC: To Lincoln Electric System, Lincoln Water and Wastewater System and Union Bank and Trust Company

H. Eugene Cook  
2200 Larchdale Dr.  
Lincoln, NE 68506

LINCOLN NE 685

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USA 39



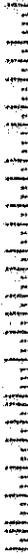
Lincoln City Council  
Room 411  
South 10th Street  
Lincoln, NE 68508

RECEIVED

FEB 14 2007

CITY COUNCIL  
OFFICE

68506/5593





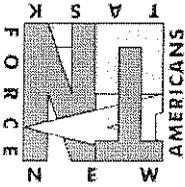
"Joyce Fisher"  
<huskerfish@windstream.net>

02/14/2007 09:30 PM

To <council@lincoln.ne.gov>  
cc  
bcc  
Subject aquila

Are you KIDDING ME? a seven dollar surcharge for what? according to my legal council, this is not legal. I hope this issue will be addressed at the next meeting because it is highly unethical. Ever wonder why people are moving away from Lincoln to the surrounding towns?

?



# NATF

## New Americans Task Force

Lincoln / Lancaster County, Nebraska

### Vision Statement:

NATF is a network of public and private agencies and community members in Lincoln and Lancaster County dedicated to supporting New Americans. We strive to welcome all newcomers, assisting them in building the lives they seek through the removal of barriers and the provision of culturally competent support services.

Chief Thomas Cassidy  
Police Department  
Hall of Justice  
575 South 10<sup>th</sup>  
Lincoln, NE 68508

RECEIVED

FEB 15 2007

CITY COUNCIL  
OFFICE

Dear Chief Cassidy,

The New Americans Task Force would like to compliment the work done by Erica Birky Rios in her liaison efforts with new Americans. Specifically, we were pleased with the recent workshop to assist translators with domestic violence issues. Numerous languages were represented by a variety of representatives/translators from the community and a waiting list had to be established for another workshop because of the need expressed within the community.

We recognize that budgets are continually being scrutinized and we hope that this type of position can become a part of your permanent police and community outreach efforts.

Please contact us for additional support materials relating to this effort for establishing the liaison for new Americans and the public safety sector.

Sincerely,

Susan Burton  
Co-Chairs

Georgia L. Stevens

Cc: Mayor Coleen Seng  
✓Lincoln City Council

NATF

Phone: 402.441.4944 Fax: 402.441.6805  
newamericanstaskforce.org