I. MAYOR
1. NEWS ADVISORY. Mayor Beutler News Conference on Evaluation of Time Warner Cable. Thursday, June 21, 2007, 10:00 a.m., County-City Building, 555 S. 10th, in the Mayor’s Conference Room.
2. NEWS ADVISORY. Correction on Time on Mayor Beutler’s New Conference on Time Warner Cable. Thursday, June 21, 2007, 10:30 a.m., 555 S. 10th, Mayor’s Conference Room.
3. NEWS ADVISORY. Mayor Beutler’s Guided Bus Tour of Antelope Valley Project’s Developments. Friday, June 22, 2007 Meeting at 555 S. 10th, Room 113.
4. NEWS ADVISORY. Lincoln Fire and Rescue’s DHS-FEMA Training Exercise. Saturday, June 23, 2007, 11:00 am to 3:00 pm at the National Guard Training Site, Three Miles South, Two Miles East of Mead, NE.
5. NEWS RELEASE. Mayor Beutler Proposes Negotiation with Time Warner.
7. Email from Larry D. Maresh. Time Warner Cable Service Complaints.
8. NEWS RELEASE. Public Invited to Holmes Lake Watershed Meeting.
10. NEWS RELEASE. City, DLA and UNL Working to Control Rose Disease.

II. DIRECTORS

PLANNING DEPARTMENT

III. CITY CLERK
1. Item No. 32 on Council Agenda for 06/25/08. Bill No. 07-91.

IV. COUNCIL REQUESTS/CORRESPONDENCE

JON CAMP
1. Questions from Roger Wilkening Regarding Stormwater Management with Reply from Karl Fredrickson, Public Works and Utilities Director.
2. Email from Janet Coleman. Concerns with Possible Bus Route Changes.
4. Email to City Council from Jon Camp. Concerns of Neighbors Near 80th and Pioneers Boulevard Rezoning.
   a) Letter Regarding Change of Zone No. 07025; So. 80th Street & Pioneers Boulevard;
   b) Letter from Nebraska Nurseries, Inc. Change of Zone No. 07025.
5. Email correspondence from Mike Reinmiller on StarTran.
DOUG EMERY
1. Request to Karl Fredrickson, Public Works & Utilities Director - RE: Stop Signs - Eastridge Elementary School (Emery RFI#1 - 05/21/07)

V. MISCELLANEOUS
1. Email from Andy Ringsmuth. Improvement of Railroad Crossing on South Street.
2. Letter to City Council Members Regarding City Mowing from Harley Pfeiffer. (Letters Delivered to Council Members on 06/15/07)
3. Email from Stanley Oswald with Concern over Man Disturbing the Peace Every Saturday Night at 12th and P Streets.
4. Letter from Everett and Virginia Owens. Against Paving North 36th Street, Vine to West Street.
6. Email from Beth Whitaker, Representing Jake Whitaker. Paving on No. 36th Street Between Vine and W.
7. Email from Tracey Hillman. Comments and Questions on StarTran Busses.
8. Letter from Timothy Deuel. Possible Safety Hazard at 48th and Normal Boulevard.
9. Email from Steve Anderson. Park Restroom Cleanliness at Lewis Fields.

W:\FILES\CITYCOUN\WP\da062507.wpd\mmm
Mayor Chris Beutler will discuss the recent performance evaluation of Time Warner Cable conducted by the Cable Advisory Board (CAB) at a news conference at **10 a.m., Thursday, June 21 in the Mayor’s Conference Room at the County-City Building, 555 South 10th Street.** Also attending will be City Councilman Jonathan Cook, who introduced the resolution requesting the evaluation, as well as members of the CAB.
OFFICE OF THE MAYOR
555 South 10th Street, Lincoln, NE 68508, 441-7511, fax 441-7120

DATE: June 20, 2007
FOR MORE INFORMATION: Diane Gonzolas, Citizen Information Center, 441-7831

SEE CORRECTION ON TIME

Mayor Chris Beutler will discuss the recent performance evaluation of Time Warner Cable conducted by the Cable Advisory Board (CAB) at a news conference at 10:30 a.m., Thursday, June 21 in the Mayor's Conference Room at the County-City Building, 555 South 10th Street. Also attending will be City Councilman Jonathan Cook, who introduced the resolution requesting the evaluation, as well as members of the CAB.
Mayor Chris Beutler and the Joint Antelope Valley Authority invite members of the media, including editors and news directors, to a guided bus tour highlighting the Antelope Valley Project’s latest developments. The tour will begin with a presentation at 10 a.m., Friday, June 22 in Room 113 at the County City Building, 555 South 10th Street. The tour is expected to end by noon.

The media tour is part of a series of bus tours planned for all segments of the community. Tours for the general public will be offered June 28 and 30. The tours will show the public how flood control improvements, traffic improvements and neighborhood revitalization come together to open land for economic development. The Antelope Valley Project partners are the City of Lincoln, the University of Nebraska-Lincoln and the Lower Platte South Natural Resources District.

To make sure we have enough space on the bus, please contact Diane Gonzolas to make a reservation at 441-7831 or dgonzolas@lincoln.ne.gov. For more information on the Antelope Valley Project, see the City Web site at lincoln.ne.gov (keyword: antelope).
Members of the media are invited to cover a training exercise from **11 a.m to 3 p.m. Saturday, June 23** conducted by Lincoln Fire and Rescue’s DHS-FEMA* Urban Search and Rescue Team, Nebraska Task Force 1 (NE-TF1). MobEx 2007 will take place from 8 a.m. to 5 p.m. at the **National Guard training site, about three miles south and two miles east of Mead.** The site is just north of the intersection of Avenue “J” and County Road 8 in Saunders County.

About 40 members of the task force will participate in the exercise, which is based on a simulated explosion and collapse of a plant facility with multiple trapped victims. The task force will conduct search and rescue operations using specialized tools and equipment to make access through the concrete and steel structural elements. The exercise also will include training in task force command, communications, medical operations, hazardous materials and logistics.

For additional information, contact NE-TF1 Program Manager John Huff at 441-8351 or visit the City Web site, lincoln.ne.gov (keyword: fire).

* DHS - Department of Homeland Security  
FEMA - Federal Emergency Management Agency
MAYOR BEUTLER PROPOSES NEGOTIATION WITH TIME WARNER

Mayor Chris Beutler today proposed that the City and Time Warner Cable seek a neutral third party to negotiate a solution to the issues raised in a recent performance evaluation of the City’s cable television service provider.

“It’s time for resolution. It’s time for reconciliation,” said Mayor Beutler. “Time Warner has a responsibility to resolve this issue with consumers. Consumers have a responsibility to ask for reasonable terms. The cable franchise agreement gives city government the responsibility to find a solution that treats both consumers and Time Warner fairly.”

In response to customer complaints, the City Council in March passed a resolution introduced by Councilman Jonathan Cook calling on the Cable Advisory Board (CAB) to conduct a performance evaluation of Time Warner Cable. Many of the complaints came from digital cable subscribers concerning the replacement of Passport, a contracted channel guide, with Navigator, a guide created by Time Warner.

In its final report to the Council, the CAB concluded that Time Warner “beta tested” the Navigator software on the Lincoln market without following commonly accepted industry practice. The CAB concluded that Lincoln Navigator users received sub standard service as a result and made the following recommendations:

- Time Warner should more clearly explain the complaint process on its Web site.
- Time Warner and the City should adopt a subscriber bill of rights.
- Time Warner should, on a quarterly basis, report to the City on all forms of complaints, oral and e-mail, as well as written ones.
- Time Warner should establish a policy for major software releases to insure that Lincoln customers are not again used for testing without adequate notice and compensation.
- Due to degraded service, Time Warner should provide a rebate of 35 percent of each digital cable television subscriber’s bill from the time Navigator was installed through April 30, 2007.
- Time Warner should give digital subscribers a choice between Passport and Navigator, if technically feasible.
- The City Council should consider exercising its subpoena power if more information is needed from Time Warner to further review this matter.
Beutler thanked CAB members for their service to the community and said their report can serve as a starting point for negotiations.

“We know the issues. We understand the concerns. It is now time for action,” said Beutler. “Time Warner’s cable franchise agreement has granted them an enormous competitive advantage. City government has a responsibility to use its best efforts to ensure that the service resulting from that advantage is to the benefit of the community. In the case of Navigator, a service was promised. A service, in many cases, was inadequately delivered. A deal is a deal.”

Beutler also emphasized the need to treat Time Warner fairly. “Time Warner and its employees are our neighbors and friends. We want Time Warner to succeed in our community. We must work together with Time Warner to protect the interests of cable subscribers.”

The City Council will discuss the CAB report in a pre-council meeting at 4:15 p.m. Monday, June 25 in Room 113 at the County-City Building, 555 South 10th Street. The complete CAB report is available on the City Web site at lincoln.ne.gov.
Jerry and Shelli Dawdy  
3550 N. 75th St.  
Lincoln, NE 68507  
402-261-5573

Time Warner Comments  
Citizen Information Center  
555 S. 10th St.  
Lincoln, NE 68508

May 22, 2007

To Whom It May Concern:

We are writing in regards to problems with Time Warner Cable, some of which have been brought to light recently in the Lincoln Journal-Star. The articles in the newspaper center around problems with Time Warner’s introduction of the software for the digital cable service, the Navigator. In addition to the problems with the digital cable service, it is our opinion that there is more wrong with Time Warner.

Our family relocated to Lincoln on October 20, 2006. Just prior to the move, Shelli called Time Warner to set up services to be installed on October 23. Having done prior research, it was clear that the only cable company available in the city of Lincoln was and is Time Warner. In order to keep costs as low as possible, we opted for a packaged deal that included phone, cable, and internet service. The Time Warner representative listed the available services and offered a “deal” which included digital phone, digital cable, and high speed internet. She detailed some of the features of the service, but failed to mention the fact that all of the digital features of the cable would be available on only one TV. When listing the number of channels, she didn’t specify that only 80 channels would be available on any additional TVs in our house. We’d had no prior experience with digital cable in the past and had no way of knowing this.

After the services were installed, and we realized this, and while we were annoyed, we figured we would do away with the digital part of the package at some point in the future if we didn’t feel it was worth having. As there was a “deal” offered, it would be several months before the cost went up and a decision would have to be made.

Initially, our cable in general had issues; many of the channels had fuzz, and our internet service didn’t work. It required an additional trip by a service tech to get the fuzz out of the pictures and internet signal working. We ultimately opted to get rid of the digital cable because it NEVER worked. All of the digital features were inoperable because they “stuttered” and locked up. We were never able to watch any of them. After several calls to Time Warner, wherein we were told the check they could perform on the digital box from their office revealed “no problems” so we were advised to reboot our box. This “fix” never worked.
At no time, did Time Warner ever reveal to us that there were known and on-going issues of the magnitude that is clear existed throughout this entire period. A third phone call did result in a tech suggesting we swap out the box. It would be nice if Time Warner had more than one location, or if they do, if we had been told of one; their office is located twenty minutes from our house. Considering the known issues, Time Warner should have been responsible for sending out techs to swap the boxes instead of making the customers fetch them themselves.

We would not have opted to use Time Warner had we any other options for cable television. In our initial research of locating cable TV providers and pricing, we were in disbelief that the amounts we were quoted could even be accurate.

It is important to note that we came from a small town in South Dakota with a population of 1700 people. For a slightly better basic cable TV package with 80 channels, we paid $32.76 with tax, per month. Because of our town’s location between Sioux City, Iowa, and Elk Point, South Dakota, we actually received all of the local network affiliates for both cities and public television channels for Nebraska, Iowa, and South Dakota. There are more shopping channels on Time Warner’s system, which are useless. In comparing our previous cable line up, number of channels, and cost, to that which we currently receive from Time Warner, we are actually paying more money for a less desirable service. By any standard, it seems ridiculous that a small, rural town should offer superior cable service when compared with a city the size of Lincoln.

It is clear that Time Warner should offer refunds to its customers for the unusable digital cable service it has been providing. Further, when new subscribers either move in to the city or consider going with digital cable, there should be some requirement of Time Warner to make clear to the customer that the digital service is only available on the television with the digital box. Any “deals” that are offered, in other words, introductory pricing, should be clearly explained and the actual amount of the service when the “deal” is over should be spelled out.

Finally, the City of Lincoln should very seriously consider actively soliciting a competing cable company to come to Lincoln. Apparently, because Time Warner has no competition here, they believe they can get away with overcharging for services that are not as attractive as those available elsewhere for less. Monopoly is rarely a good thing for consumers; wherever it exists, they end up paying more and getting less.

Sincerely,

Jerry and Shelli Dawdy
Cable Service Advisory Board,

I would like to file a complaint regarding the service being provided by Time Warner Cable. In approximately the last three weeks, I have had to reboot the system four to five times per week due to total loss of signal and several times per day the signal will drop for 10 - 20 seconds and then come back on. The cable guide frequently does not have information on the programming for each channel available. Today, I have had to reboot the system three times and while I was on the phone to the Citizens Information Center, we were both without signal.

Time Warner Cable has been dealing with these problems for quite some time and it is time the City of Lincoln receives the quality of service we have been paying for or have a new service provider.

Larry D. Maresh
3750 South 57th Street
Lincoln, NE 68506
402-540-5470
The public is invited to learn about a new water quality program for residents of the Holmes Lake Watershed at a meeting from 5:30 to 8 p.m. Tuesday, June 26 at the Lux Middle School multi-purpose room, 7800 High Street. Presentations will begin at 5:30 and 7 p.m.

For a limited time, the City’s Watershed Management Division will offer eligible residents free rain barrel installation, free fertilizer with little or no phosphorus, and a 90-percent discount on the cost of a rain garden. The program is financed and supported by the Nebraska Department of Environmental Quality (NDEQ) and the Lower Platte South Natural Resources District.

Rain gardens offer water quality features that filter out pollutants such as sediment and phosphorous from rainwater runoff. The NDEQ has identified these pollutants as detrimental to Holmes Lake and its aquatic life.

The meeting also will include updates on the condition of the streams in the Holmes Lake Watershed and stream stability projects.

The $5.5 million Holmes Lake Restoration Project was completed in July 2006. The cost of the project was shared among the project partners – the City, NDEQ, the Nebraska Game and Parks Commission and the U.S. Environmental Protection Agency. The Nebraska Environmental Trust Fund also contributed to the cost of the dredging the lake.
WEST DENTON ROAD TO CLOSE THURSDAY

Beginning at 9 a.m. Thursday, June 21, West Denton Road between Highway 77 and S.W. 12th St. will close for pavement construction. The project is scheduled for completion by the end of August.

During this road closure, access will be maintained to residential areas. South 1st Street will remain open to Highway 77. The detour route will use S.W. 12th St. and Old Cheney Road.

Additional information on this and other City Public Works and Utilities construction projects can be found on the City Web site at lincoln.ne.gov (keyword: projects).

- 30 -
CITY, DLA AND UNL WORKING TO CONTROL ROSE DISEASE

A rapidly spreading rose disease is making it necessary to remove and replace some of the plants in the downtown Lincoln area. Rose Rosette is a spread by tiny mites and is affecting roses in three general areas:

- along 9th Street from “R” to “P” streets;
- adjacent to the Federal Building and garage on 15th Street from “O” to “P” streets; and
- across from the University of Nebraska - Lincoln campus along “Q” street.

The City of Lincoln is working with the Downtown Lincoln Association (DLA) and UNL to address the disease. Rose removal is under way to prevent the disease from spreading any further. The City Parks and Recreation Department is working with the DLA maintenance staff to identify and remove infected roses.

“It’s been difficult to control the disease because of the large number of roses in the downtown area,” said Mark Canney of the Parks and Recreation Department. “The only known effective treatment for controlling the disease in the downtown locations is to dig up and destroy infected plants, including the roots, to prevent the disease from spreading to other plants.”

The roses will be replaced from July through October with a greater variety of plant material, including grasses and shrubs. Some of the replanting will be coordinated with other streetscape projects being managed by the City Urban Development Department. Because the disease may remain in planting beds after roses have been removed, portions of beds will remain dormant until fall or next spring when new rose plants will be installed.

The mites carrying Rose Rosette travel through the wind or by contact with another plant, tools or clothing. Residents may reduce susceptibility to disease in their own plants through proper spacing, maintenance and watering. Infected shrubs should be sprayed with Avid® or an equivalent every 10 days, and pruners should be cleaned with bleach. *(Avid® is not practical for use downtown because of the quantity of roses and the need for frequent applications.)* Gardeners can contact local nurseries for more information on the prevention and treatment of Rose Rosette.

- more -
Symptoms of the disease include rapid elongation of new shoots; clustering of small branches; small distorted leaves that may have a red pigmentation; excessive growth of unusually soft and pliable red or green thorns; distorted flowers with fewer petals and abnormal color; blackening and death of canes; shoots that do not produce flowers; and pebbly-textured leaves.

For information on the removal and replacement of downtown roses, contact the Urban Development Department at 441-7866. Those wishing to make tax-deductible contributions for replacement of the roses can contact Parks and Recreation at 441-3084 or DLA at 434-6900.
Deal struck in House over earmarks after GOP mutiny stalls FY 2008 spending bills.

Democratic and Republican House leaders came to an agreement Thursday on how to proceed with FY 2008 appropriations bills on the floor and also deal with the process of considering Members’ individual project requests, also known as “earmarks.”

A few weeks ago, House Appropriations Committee David Obey (D-WI) announced that earmarks would not be included in any of the 12 FY 2008 spending bills until they were being considered in House-Senate conference committees in the Fall. This departure from tradition (earmarks are often added when the bills are considered in the full committee) was the result of the increased scrutiny Obey promised to give earmarks this year. There simply was not time to assess all 32,000 requests the committee received, according to Obey.

Given that Democrats had also promised more transparency in the earmark process, Republicans criticized Obey’s actions and sought to bring them to light through a series of parliamentary maneuvers on the floor this week. Democratic leadership had hoped to clear four FY 2008 spending bills (Homeland Security, Military Construction-Veterans’ Affairs, Interior-Environment, and Energy and Water Development), but Republicans filed more than 100 amendments to the Homeland Security measure and threatened to stretch the debate out as long as necessary in order to convince Obey to change his mind on earmarks.

Late this week, Obey finally relented, and a truce of sorts was called. Under the agreement:

- The number of amendments will be pared down and the House will complete action this week on the Homeland Security and Military Construction bills, which will not include earmarks. However, House members will be able to bring points of order on the House floor against any earmarks added to those measures in the House-Senate conference committees.

- The Energy and Water Development bill (which funds flood control and water resources projects) will be considered on the floor next week, and will also not include earmarks. However, House members will vote on a separate “supplemental report” listing of earmarks to the bill before it is sent to the Senate for consideration.

- All of the remaining spending bills will come to the House floor with earmarks, but their consideration will now be delayed at least two weeks, with the exception of the Interior-EPA measure, which should come up next week. This will end the House leadership's bid to have most of the FY 2008 spending bills approved on the floor prior to the July 4 recess.

Meanwhile, the Senate began its process of considering FY 2008 appropriations bills with much less fanfare than their House counterparts. The Homeland Security and Military Construction measures were approved by the full Appropriations Committee and earmarks – including a list of their sponsors – were included in both. The Senate Appropriations Committee also ignored the President’s threat to veto FY 2008 spending bills if they exceed his domestic discretionary spending cap of $933 billion. Congress has approved a budget...
outline that assumes $23 billion, or two percent, more than the President’s request. Since that increase is expected to be distributed among the appropriations bills that fund domestic agencies, a series of vetoes is expected.

**HOMELAND SECURITY**

Senate panel approves FY 2008 DHS spending bill. The Senate Appropriations Committee approved the FY 2008 Department of Homeland Security appropriations bill this week. The $37.6 billion measure represents an eight percent increase over FY 2007 levels. Funding highlights in the bill include (with comparison to FY 2007 and House FY 2008 levels in parentheses):

- $820 million for the Urban Area Security Initiative (+$80m FY07; +$20m House)
- $400 million for Port security (+$190m FY07; same as House)
- $400 million for Rail security (+$225m FY07; same as House)
- $570 million for Firefighter assistance grants (+$23m FY07; same as House)
- $230 million for Firefighter hiring grants (+$115m FY07; same as House)
- $300 million for Emergency management performance grants (+$100m FY 07; same as House)
- $120 million for FEMA pre-disaster mitigation grants (+$20m FY07; same as House)
- $200 million for FEMA flood map modernization (+1m FY07; -$30m House)

It may be several weeks before the legislation is considered on the Senate floor, as energy legislation is expected to take up next week, followed by more debate on a revived immigration bill. The House is expected to complete floor action on its version of the bill today.

**HOUSING & CD**

House panel calls for increased funding of core urban grant programs. The Subcommittee on Transportation, Housing and Urban Development and Related Agencies of the House Appropriations Committee approved a FY 2008 spending bill this week that rejects the Administration’s proposal to eliminate or cut a number of housing and community development programs and would instead give some of those programs a modest funding increase.

Most importantly, the bill would increase funding for Community Development Block Grant (CDBG) formula grants by $230 million to $3.94 billion, a stark contrast to the Administration’s proposal to cut funding for the program by $700 million. Even with the six percent increase, funding for CDBG would still be $400 million less than its FY 2001 level. The bill would maintain funding for the other core urban formula grant program, HOME, at the FY 2007 level of $1.7 billion.

Other highlights of the bill include:

- $120 million for HOPE VI, a slight increase for a program the Administration would eliminate
- Funding for Section 8 that bill sponsors say would allow for all vouchers to be renewed,
- $735 million for Elderly Housing, the same as FY 2007 and
- $237 million for Disabled Housing, also the same as FY 2007.

The schedule for further action on the bill is uncertain because of the leadership agreement to include earmarks in the FY 2008 appropriations bills prior to their consideration on the floor (see related story).

**TRANSPORTATION**

House subcommittee approves FY 2008 DOT spending bill. Approved with little debate by the House Appropriations Subcommittee on Transportation, Housing and Urban Development (THUD), the FY 2008 THUD Appropriations Bill now heads for full committee markup, which was scheduled for June 18 but is now likely to be delayed over the recent agreement on earmarks. See related story above.

The bill provides full funding for highway and transit programs guaranteed by the 2005 SAFETEA-LU law, including $40.2 billion federal-aid highways and $9.7 billion for programs at the Federal Transit Administration. Combined, these programs exceed the President’s budget by nearly $1 billion. The legislation also provides $1.4 billion for Amtrak, plus $50 million for a new intercity passenger rail state matching grant program, which exceeds the president’s budget by nearly $600 million.

$3.6 billion is provided for the Airport Improvement Program, which is $850 million above the Administration’s request and $85.5 million above FY 2007 levels.

A complete breakdown of program funding levels will be available after the full committee markup.

House committee OKs railroad safety measure. The Federal Railroad Safety Improvement Act of 2007 (HR 2095) passed the House Transportation and Infrastructure Committee on Thursday. The bill updates rail safety legislation to provide fatigue management plans for employees and address hours-of-service for signalmen and train crews. The bill also raises civil penalties for violations of railroad safety laws from $10,000 to $100,000. Additionally, the legislation addresses whistleblower protections for workers who report hazardous conditions and health and safety issues.

Companion legislation (S 1438) has been introduced in the Senate and referred to the Commerce, Science and Transportation Committee.
LAW ENFORCEMENT

House bill would increase funding for local law enforcement assistance. The Subcommittee on Commerce, Justice, Science and Related Agencies of the House Appropriations Committee approved a FY 2008 spending bill for the Department of Justice that rejects President Bush’s proposal to cut funding for local law enforcement assistance by $1.4 billion and instead provides those programs with a 10 percent increase of $300 million.

The COPS Program would be a big winner in the Subcommittee bill, its funding increasing by $183 million from the FY 2007 level to $725 million, including $100 million to restart the hiring program and $85 million for anti-methamphetamine efforts. Byrne Justice Assistance Formula Grants would also see a big increase, growing by $362 million from its FY 2007 level to $600 million.

The schedule for further action on the bill is uncertain because of the leadership agreement to include earmarks in the FY 2008 appropriations bills prior to their consideration on the floor (see related story).

GANG VIOLENCE

Gang violence bill approved by Senate Judiciary Committee. The Senate Judiciary Committee approved legislation (S 456) this week that would strengthen federal penalties for gang activity while also providing funding for gang prevention programs.

The bill would authorize $411 million over five years for federal, state, and local law enforcement cooperative programs in “high intensity interstate gang activity areas;” $270 million over three years for witness protection initiatives for federal, state and local prosecutors, and $100 million over five years for hiring additional state and local prosecutors.

The bill also makes recruiting of criminal street gang members a federal crime; makes illegal activities by those criminal street gangs a federal crime, and increases federal penalties for racketeering and violent crimes.

A similar measure (HR 1582) has been introduced in the House but has not seen any activity in the House Judiciary Committee to date.

In a related item, the House this week passed legislation to add background check data for purchasing firearms. The House approved HR 2640, or the NICS Improvement Amendments Act of 2007, to improve the FBI’s National Instant Criminal Background Check System (NICS.)

This bill was passed by voice vote on Wednesday. HR 2640 would make criminal and mental health records more accessible to states through the electronic data system. The legislation would authorize more funding to include mental disabilities, domestic violence charges, and felony convictions as part of the NICS’ electronic data. These improvements to the system would help states verify qualifications for individuals purchasing firearms.

As of this week, the prospects of the bill in the Senate are not clear. The National Rifle Association supports HR 2640, but the Gun Owners of America does not support the current legislation, and some Senators have voiced concerns about the bill.

ENERGY

Senate slowly works through energy legislation. The Senate did not make much progress on energy legislation (HR 6) this week, as Senators slowly debated the merits of an amendment to require renewable portfolio standards (RPS) for utilities.

The legislation, which addresses a number of energy matters ranging from automobile efficiency to standards for light bulbs, was approved in committee in bipartisan fashion, but with the understanding that controversial amendments would be considered on the floor. The renewable portfolio standard amendment would require utilities to get at least 15 percent of their power from sources such as wind and solar power by 2020, but opponents believe the provision would not be fair to states that do not have the ability to harness wind power as effectively. Proponents of the language point to the fact that utilities do have the option of buying credits from other utilities that have exceeded that 15 percent goal.

However, a number of Senators have objected to bringing the RPS amendment up for a vote, and debate was at a virtual standstill late this week.

Meanwhile, the Senate Finance Committee approved legislation this week that could ultimately be folded into the larger energy bill being debated on the floor. The measure is intended to provide a number of tax credits that would encourage investment in renewable energy sources and alternative fuels. The most significant provision of the bill extends the energy production tax credit, which provides a credit for the construction or expansion of facilities that are powered by renewable sources such as wind, solar, geothermal, landfill gas, and even animal waste.

In addition, the bill would increase the maximum tax credit for solar power equipment from $2,000 to $4,000; provide the same $4,000 credit for residential wind power equipment; extend credits for biodiesel and ethanol production; extend credits for individuals who purchase hybrid or fuel cell vehicles, and provide a new tax credit for those who purchase plug-in hybrid autos.

New House and Senate rules require that the cost of the $13.7 billion tax package be offset, so the measure would raise revenue by preventing oil companies from taking tax deductions for boosting production and manufacturing within the United States and change the tax treatment of revenue from foreign oil and gas production.

Consideration of similar legislation in the House Ways and Means Committee was postponed this week, but may be taken up next week.
GRANT OPPORTUNITIES
Department of Health and Human Services
The Office of Minority Health (OMH) has announced guidance for the Community Partnership to Eliminate Health Disparities Demonstration Grant Program. The Community Partnership Program is designed to use community-level activities to address and eliminate racial and ethnic health disparities, especially in high-risk communities. Applicants should collaborate with community-based entities to conduct demonstrations, reduce the language barrier, and implement model programs with the intent to increase overall access to and utilization of preventative health care services. A total of $5.85 million is available in FY 2007 and HHS anticipates 23-29 applicants being awarded with a maximum amount of $250,000 per year over three years. The deadline for applications is July 11, 2007. For more information see June 11 Federal Register, pages 32102-32109
June 19, 2007

Jill Schuerman
Civil Design Group
3901 Normal Blvd. Ste 203
Lincoln, NE 68506

RE: Prairie Village North Addition Final Plat #07014, Generally located at North 84th Street and Adams Street.

Dear Jill:

Prairie Village North Addition generally located North 84th Street and Adams Street was approved by the Planning Director on May 25, 2007. The plat and the subdivision agreement were recorded in the Register of Deeds on June 19, 2007. The fee is determined at $.50 per existing lot and per new lot and $20.00 per plat sheet for the plat, and $5.00 per page for associated documents such as the subdivision agreement. If you have a question about the fees, please contact the Register of Deeds.

Sincerely,

Christy Eichorn
Planner

CC: City Council
    Dennis Bartels, Public Works & Utilities
    Terry Kathe, Building & Safety
    Sharon Theobald, Lincoln Electric File

Q:\PC\FP\PDL\07000\PDL07014 Prairie Village North AL.cje.wpd
June 19, 2007

City of Lincoln
City Council
555 S. 10th Street, Room 111
Lincoln, Nebraska 68508

RE: Change of Zone No. 07025; S. 80th Street & Pioneers Boulevard

Dear Sirs and Madam:

The City of Lincoln City Council (the "Council") has expressed some concerns regarding an application for change of zone No. 07025, from R-3 Residential District to B-2 Planned Neighborhood Planning District, on property legally described as Lot 55 I.T., located in the NE ¼ of Section 10-9-7, Lancaster County, Nebraska, generally located at S. 80th Street and Pioneers Boulevard (the "Parcel"). Specifically, the Council has concerns regarding alcohol sales and hours of operation on the Parcel. In response to these concerns, the owner and applicant, Nebraska Nurseries Inc. and the developer Mr. Sam Manzitto hereby agree to impose limitations on commercial uses of the Parcel in the event the Parcel is granted the zoning change. Any user of the Parcel or any portion thereof shall:

1) Not be allowed to operate a business, organization, or otherwise between the hours of 12:00 a.m. (midnight) and 5:00 a.m.; as a direct result of these restrictions, no user shall operate continuously for twenty-four (24) hours in any single twenty-four (24) hour period;

2) Not derive more than fifty percent (50%) of its gross revenue from the sale of alcohol for consumption on the premises; the sale of alcohol must be in conjunction with the operation of a restaurant which serves "full course meals" as defined in Neb. Rev. Stat. 53-123.04(3)(c). This paragraph 2 shall not apply to any user who owns and/or operates a retail space within the Parcel that sells wine, as defined in Neb. Rev. Stat. 53-103(3), in its original packaging, as defined in Neb. Rev. Stat. 53-103(7), as its exclusive alcoholic product (hereafter known as a "Wine Store"). Any Wine Store may also hold wine tastings and or on-site consumption of wine as long as such tastings and consumption are in complete compliance with any and all laws, ordinances and any other applicable regulations;

3) Not sell alcohol for consumption off the premises, specifically in package form. No user may apply for, obtain, or hold a retail liquor license for use on the Parcel except as required, allowed and in compliance with Neb Rev Stat. 53-123.04, 53-123.11, 53-123.14 as are current and as may be amended and as those statutes relate to "craft breweries" "farm wineries" and other exceptions contained therein. This paragraph 3 shall not apply to a Wine Store as defined in paragraph 2 above.

4) Not allow any seating area, garden, or exterior portion of any user's commercial space to be occupied by anyone, consumers, clientele, employees, or others past the hour of 11:00 p.m..

The owner/applicant and developer of the Parcel believe that these limitations sufficiently and adequately address the Council's concerns in a mutually agreeable and tenable form.

Sincerely,

Nebraska Nurseries, Inc.  Developer
Owner/Applicant

[Signatures]

Kent B. Braasch  Sam Manzitto
Dear Jon:

Information about stormwater management and the stormwater bond projects can be found on the City's website under Public Works and Utilities Department. No one is being "hood winked."

Lincoln does not have any combined sanitary/stormwater sewers as Omaha and other cities (e.g. Atlanta, Georgia) do. We do however have infiltration of stormwater during rainfall and also groundwater into the sanitary sewers. This is due to a variety of reasons such as, manholes covers, tree roots, broken pipes, illegal sump pump connections, broken taps, etc. We budget reconstruction/maintenance dollars into the wastewater budget (not stormwater bonds) for repair of these problems. We also clean our pipes by jet flushing on regular intervals to reduce plugs and subsequent backups into basements.

Lincoln has a good wastewater and stormwater sewer system compared to many cities, but it needs perpetual maintenance and improvements where problem areas are.

A wealth of information about our infrastructure systems can be found on the City's website for citizens to reference.

Sincerely,

Karl A. Fredrickson, P.E.
Director Public Works & Utilities
555 S 10th Street
Suite 203
Lincoln, NE 68508

Bus (402) 441-7566
Fax (402) 441-8609

campjon@aol.com

Karl:

Roger made the inquiry below. Would you please be so kind as to respond to both of us?

Thank you,
Jon

Jon Camp
Lincoln City Council
City Council Office: 441-8793

-----Original Message-----
From: Roger Wilkening
To: jcamp@lincoln.ne.gov
Sent: Fri, 15 Jun 2007 12:37 am
Subject: Infrastructure

Hello! I don't know if you have heard anything about this or not so here goes. Omaha Aksarban, I am told, has been having some problems with drainage of their sewer systems when it rains heavy. I've been told that anywhere from 3 to 5 houses have backed up sewage in their houses when it rains, and the fix for it is around 2 billion, thats billion or 3 billion to fix. My question is, does Lincoln have this same concern or have the bond mONEys that we have been voting in favor of, and by the way, I voted in favor of all the Storm water bonds because of things like this, does the city use the bonds to pay for infrastructure or are we being hood winked into believing that money is going into storm water rebuild or is it going into new construction and or street repair. Just wondering?

--
Roger Wilkening

Have a great Day

AOL now offers free email to everyone. Find out more about what's free from AOL at AOL.com.

CONFIDENTIALITY NOTICE: This e-mail message, including any attachments, is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message.
Janet:
Thank you for your email. I will pass it on to our colleagues on the Council.
Best regards. Thanks for your service on the CHE Board!
Jon

Jon Camp
Lincoln City Council
City Council Office: 441-8793

-----Original Message-----
From: Janet Coleman
To: jcamp@lincoln.ne.gov; dmarvin@lincoln.ne.gov
Sent: Sun, 17 Jun 2007 2:36 pm
Subject: transportation

Council members Camp and Marvin: I know that the changes in bus routes have not yet come to the City Council. After reading the article in today's paper, I wanted to express my concerns to you. Honestly, I don't ride the bus at this point. I have other access to transportation because I can afford Transport Plus, and I have many friends who are willing to give me a ride. Because I am both a senior citizen and visually impaired, I have real knowledge of and concerns about the need for transportation.

In previous testimony to the City Council, I have asked, "Why isn't transportation considered a service like libraries and parks?" The city recognizes a need for parks and libraries and thus, has no problem providing money for them. Why is it that transportation cannot be regarded as a needed service and thus, provided without always complaining about the money it costs?

It is very narrow minded of LIBA to suggest that people who need transportation should just move to the core of the city and be satisfied with limited bus service. That comes very close to housing discrimination.

Please give serious thought to all of my concerns when this issue arrives at the city council.

this email is sent to you two members because Mr. Camp is my district representative, and Mr. Marvin is chair of the council. Please feel free to share this email with the others..

Janet Coleman
6049 Franklin
Lincoln,, NE 68506
402 489-1421

AOL now offers free email to everyone. Find out more about what's free from AOL at AOL.com.
Mike:
Thank you for your email and observations of the StarTran system. As the proposed route modifications come forward, I will keep your email handy.
One main comment I have: for years I have been concerned that we have focused more on many routes with less frequent service and longer headways. I have questioned whether we should not have concentrated routes that provide 16-18 hour service with shorter headways. With this latter type of route structure, individuals using StarTran would have greater employment opportunities in this "24-hour age" in which we live. Properly designed, routes could cover all types of residential housing. The downside is that we would not cover the entire city.
Best regards,
Jon

Jon Camp
Lincoln City Council
City Council Office: 441-8793

-----Original Message-----
From: Michael Reinmiller
To: jcamp@lincoln.ne.gov
Sent: Sun, 17 Jun 2007 10:15 am

Hello, My name is Mike Reinmiller. I live at 1300 Eastridge Dr. I am writing you today to voice my concerns about the current proposal about the changes in the bus system. I am deeply concerned that if we make changes, the loyal riders that we have now will not be as loyal and they are the base that we need to work off of to keep and improve the current bus system. I work at Lincoln High School and know from experience that many students use the bus system to get to school and back. These changes would have a negative impact on them. I would like to be the first person in Lincoln that says we should have more bussing but until we have the funding to add I sure hate to take anything away at all. Please let me know what I can do to help keep the system the way it currently is. I would love to add routes but until we can lets keep it the way it is...
-Mike Reinmiller

AOL now offers free email to everyone. Find out more about what's free from AOL at AOL.com.
To campjon@aol.com, jcookcc@aol.com, robine@neb.rr.com, ksvoboda@alltel.net, dmarvin@neb.rr.com, dougemerypm@aol.com, jspatz@johnspatz.com, 
cc 
bcc 
Subject Fw: 80th & Pioneers Blvd. Zoning Reconsideration

Council,

Please see email and attachment below from Jon Camp. I will list it on the Directors' Agenda with attachment and put hard copies of this email and attachment in your file folder and will be in your packet tomorrow. Thanks.

Tammy Grammer
City Council Office
441-6867

----- Forwarded by Tammy J Grammer/Notes on 06/20/2007 01:05 PM -----

"Jon Camp"
<joncamp@lincolnhaymarket.com>
06/20/2007 11:40 AM

To <tgrammer@lincoln.ne.gov>
cc

Subject 80th & Pioneers Blvd. Zoning Reconsideration

Tammy:

Please enclose a copy of this email to my City Council colleagues.

To the City Council:

I have received a copy of a letter from Kent Braasch that is being signed and delivered to the City Clerk and the Secretary of the City Council (Tammy Grammer) that addresses the concerns of the neighbors near the 80th & Pioneers Blvd. rezoning. You should receive a copy in your Thursday packet.

I will make a motion for "reconsideration" at our Monday meeting. Because this is being advertised on our agenda, I will also ask for a vote on the zoning ordinance Monday evening.

As a courtesy, I telephoned Mr. Ken Kontor and explained the letter and its contents, as well as the "reconsideration" process. Mr. Kontor was pleased to have the developers agree to limitation on hours of operation and the nature of retailers who might sell alcohol. Mr. Kontor will pass the news of the letter and reconsideration on to his neighbors.

If you have any questions, please feel free to contact me. A copy of the "draft" copy of the letter is attached to this email.

Best regards,

Jon
JON A. CAMP  
Haymarket Square/CH, Ltd.  
200 Haymarket Square  
808 P Street  
Lincoln, NE  68508  

402.474.1838 or 402.474.1812  
402.560.1001 (Cell)  

Upgrade Your Email - Click here!  

- Essex-Manzitto Pioneers Blvd.pdf
June 19, 2007

City of Lincoln
City Council
555 S. 10th Street
Room 111
Lincoln, Nebraska 68508

RE: Change of Zone No. 07025; S. 80th Street & Pioneers Boulevard

Dear Sirs and Madam:

The City of Lincoln City Council (the “Council”) has expressed some concerns regarding an application for change of zone No. 07025, from R-3 Residential District to B-2 Planned Neighborhood Planning District, on property legally described as Lot 55 I.T., located in the NE ¼ of Section 10-9-7, Lancaster County, Nebraska, generally located at S. 80th Street and Pioneers Boulevard (the “Parcel”). Specifically, the Council has concerns regarding alcohol sales and hours of operation on the Parcel. In response to these concerns, the owner and applicant, Nebraska Nurseries Inc. and the developer Mr. Sam Manzitto hereby agree to impose limitations on commercial uses of the Parcel in the event the Parcel is granted the zoning change. Any user of the Parcel or any portion thereof shall:

1) Not be allowed to operate a business, organization, or otherwise between the hours of 12:00 a.m. (midnight) and 5:00 a.m.; as a direct result of these restrictions, no user shall operate continuously for twenty-four (24) hours in any single twenty-four (24) hour period;

2) Not derive more than fifty percent (50%) of its gross revenue from the sale of alcohol for consumption on the premises; the sale of alcohol must be in conjunction with the operation of a restaurant which serves “full course meals” as defined in Neb. Rev. Stat. 53-123.04(3)(c). This paragraph 2 shall not apply to any user who owns and/or operates a retail space within the Parcel that sells wine, as defined in Neb. Rev. Stat. 53-103(3), in its original packaging, as defined in Neb. Rev. Stat. 53-103(7), as its exclusive alcoholic product (hereafter known as a “Wine Store”). Any Wine Store may also hold wine tastings and or on-site consumption of wine as long as such tastings and consumption are in complete compliance with any and all laws, ordinances and any other applicable regulations;

3) Not sell alcohol for consumption off the premises, specifically in package form. No user may apply for, obtain, or hold a retail liquor license for use on the Parcel except as required, allowed and in compliance with Neb Rev. Stat. 53-123.04, 53-123.11, 53-123.14 as are current and as may be amended and as those statutes relate to “craft breweries” “farm wineries” and other exceptions contained therein. This paragraph 3 shall not apply to a Wine Store as defined in paragraph 2 above.

4) Not allow any seating area, garden, or exterior portion of any user’s commercial space to be occupied by anyone, consumers, clientele, employees, or others past the hour of 11:00 p.m..

The owner/applicant and developer of the Parcel believe that these limitations sufficiently and adequately address the Council’s concerns in a mutually agreeable and tenable form.
June 19, 2007

City of Lincoln
City Council
555 S. 10th Street, Room 111
Lincoln, Nebraska 68508

RE: Change of Zone No. 07025; S. 80th Street & Pioneers Boulevard

Dear Sirs and Madam:

The City of Lincoln City Council (the “Council”) has expressed some concerns regarding an application for change of zone No. 07025, from R-3 Residential District to B-2 Planned Neighborhood Planning District, on property legally described as Lot 55 I.T., located in the NE ¼ of Section 10-9-7, Lancaster County, Nebraska, generally located at S. 80th Street and Pioneers Boulevard (the “Parcel”). Specifically, the Council has concerns regarding alcohol sales and hours of operation on the Parcel. In response to these concerns, the owner and applicant, Nebraska Nurseries Inc. and the developer Mr. Sam Manzitto hereby agree to impose limitations on commercial uses of the Parcel in the event the Parcel is granted the zoning change. Any user of the Parcel or any portion thereof shall:

1) Not be allowed to operate a business, organization, or otherwise between the hours of 12:00 a.m. (midnight) and 5:00 a.m.; as a direct result of these restrictions, no user shall operate continuously for twenty-four (24) hours in any single twenty-four (24) hour period;

2) Not derive more than fifty percent (50%) of its gross revenue from the sale of alcohol for consumption on the premises; the sale of alcohol must be in conjunction with the operation of a restaurant which serves “full course meals” as defined in Neb. Rev. Stat. 53-123.04(3)(c). This paragraph 2 shall not apply to any user who owns and/or operates a retail space within the Parcel that sells wine, as defined in Neb. Rev. Stat. 53-103(3), in its original packaging, as defined in Neb. Rev. Stat. 53-103(7), as its exclusive alcoholic product (hereafter known as a “Wine Store”). Any Wine Store may also hold wine tastings and or on-site consumption of wine as long as such tastings and consumption are in complete compliance with any and all laws, ordinances and any other applicable regulations;

3) Not sell alcohol for consumption off the premises, specifically in package form. No user may apply for, obtain, or hold a retail liquor license for use on the Parcel except as required, allowed and in compliance with Neb Rev. Stat. 53-123.04, 53-123.11, 53-123.14 as are current and as may be amended and as those statutes relate to “craft breweries” “farm wineries” and other exceptions contained therein. This paragraph 3 shall not apply to a Wine Store as defined in paragraph 2 above.

4) Not allow any seating area, garden, or exterior portion of any user’s commercial space to be occupied by anyone, consumers, clientele, employees, or others past the hour of 11:00 p.m.

The owner/applicant and developer of the Parcel believe that these limitations sufficiently and adequately address the Council’s concerns in a mutually agreeable and tenable form.

Sincerely,

Nebraska Nurseries, Inc.
Owner/Applicant

[Signature]

Kent B. Braasch

[Signature]

[Signature]

Sam Manzitto
Mike:
Thanks. Stay tuned!
Jon

Jon Camp
Lincoln City Council
City Council Office: 441-8793

-----Original Message-----
From: Michael Reinmiller
To: campjon@aol.com
Sent: Tue, 19 Jun 2007 7:17 pm
Subject: Re: Re:

I love your ideas! I think we should build on what we have not change what we have. The routs that run now have loyal riders. If you need any help in this Please let me know I will help you in this cause!
-Mike Reinmiller

On Jun 19, 2007, at 6:43 PM, campjon@aol.com wrote:

Mike:
Thank you for your email and observations of the StarTran system. As the proposed route modifications come forward, I will keep your email handy.
One main comment I have: for years I have been concerned that we have focused more on many routes with less frequent service and longer headways. I have questioned whether we should not have concentrated routes that provide 16-18 hour service with shorter headways. With this latter type of route structure, individuals using StarTran would have greater employment opportunities in this "24-hour age" in which we live. Properly designed, routes could cover all types of residential housing. The downside is that we would not cover the entire city.
Best regards,
Jon

Jon Camp
Lincoln City Council
City Council Office: 441-8793

-----Original Message-----
From: Michael Reinmiller
To: jcamp@lincoln.ne.gov
Hello, My name is Mike Reinmiller. I live at 1300 Eastridge Dr. I am writing you today to voice my concerns about the current proposal about the changes in the bus system. I am deeply concerned that if we make changes, the loyal riders that we have now will not be as loyal and they are the base that we need to work off of to keep and improve the current bus system. I work at Lincoln High School and know from experience that many students use the bus system to get to school and back. These changes would have a negative impact on them. I would like to be the first person in Lincoln that says we should have more bussing but until we have the funding to add I sure hate to take anything away at all. Please let me know what I can do to help keep the system the way it currently is. I would love to add routes but until we can lets keep it the way it is...

-Mike Reinmiller

AOL now offers free email to everyone. Find out more about what's free from AOL at AOL.com

The love of one's country is a splendid thing. But why should love stop at the border?
-Pablo Casals
Dear Lincoln City Council Members,

My son, Jake Whitaker, has requested N. 36th between Vine and "W" be paved as a paving unit. A resolution ordering paving constructed for this portion of road under the authority of the "gap paving" legislation is on the agenda for the June 25th City Council Meeting. Jake is currently deployed to Iraq, but is in the process of returning from his tour of duty, so I am writing this on his behalf. These are some of things that he would like you to consider and keep in mind as you make your decision on this paving unit.

Jake purchased his home at N. 36th and Vine St. in 2002, since then he has made some major improvements to his property and has plans for more. He petitioned to have N 36th St between Vine and “W” St paved as a paving district in 2004. He sighted safety and health concerns among other reasons for having the road paved. Many of the property owners did not want the road to be paved, not because a paved road is an issue, but that they would have to pay for it. Why pave it now after all these years? Revitalization of the neighborhood. Home owners in the area have been investing in and improving their homes. The paving of this road would be an investment in the neighborhood, along with improving the property values of the houses in the area. Cost. Since an assessment cost estimate was done for paving of this portion of road in 2004, the cost has gone up around $10 per linear foot. Currently, there are funds available through the General Obligation Highway Allocation Fund Bonds Series 2006 to cover 50% of the cost of the assessment for the paving of this road. These funds are only available till mid-November, 2008. This is an opportunity that should not be passed up! How would the rest of the assessment cost be covered? By the property owners in the area. This is still an issue. Property owners that are not directly on 36th do not see that the benefits would be worth the cost to them. There are benefits to all in the area. The cost over the 20 years payment period will be minimal compared to the benefits over that time. My son will have one of the largest assessments as his property runs 142’ along N. 36th St. Subtracting the amount of his assessment that will be covered by the funds, padding a little for extra cost and interest, his assessment would cost him around $15 a month over the 20 years. How can this amount be available each month? Jake will have to budget for it as he would any other expenditure. Some of the properties are rentals; the assessment costs could be figured into the monthly rental amount. One property is a business; this assessment could be figured into the business expenses. I realize that everyone has to determine their own spending limits, but the assessment cost could be worked into most budgets. Again, with the funds available to cover 50% of the assessment cost, the time is now! Who knows what the future will bring - the road could eventually be paved, the cost will most likely have gone up substantially and the funds to cover 50% of the assessment will be gone.

Sincerely,
Beth A. Whitaker
Dear Andy Ringsmuth:

Your message has been received in the Council Office and will be forwarded to the Council Members. Thank you.

Tammy Grammer  
City Council Office  
555 South 10th Street  
Lincoln, NE 68508  
Phone: 402-441-6867  
Fax: 402-441-6533  
E-Mail: tgrammer@lincoln.ne.gov

Andy Ringsmuth

To whom it may concern:

I am not sure of the best way to address my concern to the City Council, but hopefully this is the right avenue.

I frequently travel on South Street west of the Martha Gooch plant. There is a railroad crossing where South Street crosses two BNSF Railway tracks. Those rail lines are heavily traveled by trains each day, and South Street carries a considerable amount of traffic as well. That railroad crossing is extremely rough, such that going faster than 4 or 5 mph will risk damage to your vehicle.

I believe the proper individual to contact at the railroad is Ron Bacon, whom I am copying on this e-mail. His phone number is 458-7724.

What can be done to improve this crossing? I don't know if the responsibility falls to the railroad or to the city, but either way, it is a terrible railroad crossing and needs to be remedied.

Thank you for your time.

Andy Ringsmuth  
1117 Saratoga Ave.  
Lincoln, NE 68502  
(402) 304-0083 (cel)
June 13, 2007

Dan Marvin
City/County Bldg.
555 S. 10th
Suite 111
Lincoln, NE 68508

Dear Mr. Marvin:

I live at 5330 Woodland Avenue here in Lincoln. Our Addition is called Quail Valley. The City Parks Department has quit mowing the part of Larson Park north of Woodland Avenue. (Marked on the attached map as Lot “A”.) It is now nothing but a weeded area no one can use. Our lot backs up to Larson Park as well as many of our neighbors. The area is no longer useful for any recreational purpose, it makes the subdivision look like a blighted area and there is always a possibility of a grass fire.

If the Parks Department needs to cut back on mowing areas, there are many areas in Lincoln that are not adjacent to homes, that can be left uncut. I have toured Lincoln and I can find no other area that is not mowed and immediately adjacent to residential lots.

The Parks Department mowed Outlot “A” once this year, with a type of brush cutter, leaving the weeds 12” high. They said they might cut it once more this fall again, leaving the weeds 12” tall. Children in the area run across this area to Zeman Elementary School, that is directly adjacent to Outlot “A”, where they could get their feet tangled, fall and break an arm or leg.

We in Quail Valley would really appreciate your assistance in getting Outlot “A” mowed on a regular basis with grass regularly 3 to 4 inches tall so it can be used again as any other park area.

The Outlot “A” is only 1 ½ to 2 acres, and on previous years, with the Parks large equipment, they would mow it in 15 to 20 minutes maximum.

Sincerely,

[Signature]

Harley Pfeiffer
5330 Woodland Avenue
Lincoln, NE 68515

CC: Copies to all Council Members and the Mayor
The Black Areas Are Commons Areas

Quail Valley

CITY PARK

Outlet A

APARTMENTS NOT INCLUDED
I want to express my concern over the man who stands on the corner of 12th & P streets on Saturday evenings yelling at the top of his lungs.

Like many Lincolnites, I like going to the Grand Theater in the evenings and enjoying our wonderful downtown area. I find it very disturbing however, to be subjected to this person's rant every time I go downtown on Saturday night.

If any of you haven't been unfortunate enough to witness this, I suggest you go down and take a look sometime. I think you'll agree that its most unpleasant and even a bit intimidating. It spoils the ambiance of the area and takes away from the whole downtown experience.

I understand the issue of free speech but I can't understand why he isn't ticketed for disturbing the peace which he obviously is doing.

Surely our city council can find a way to deal with this person without violating his "rights". I urge you to consider the rights of other people to enjoy a summer evening in downtown Lincoln and find some kind of way to deal with this embarrassment to our city.

Respectfully,
Stanley Oswald
2154 S 59th Street
Lincoln

CONFIDENTIALITY NOTICE: This message (including any attachments) may contain Molex confidential information, protected by law. If this message is confidential, forwarding it to individuals, other than those with a need to know, without the permission of the sender, is prohibited.

This message is also intended for a specific individual. If you are not the intended recipient, you should delete this message and are hereby notified that any disclosure, copying, or distribution of this message or taking of any action based upon it, is strictly prohibited.

Chinese  Japanese

www.molex.com/confidentiality.html
Media Release

To: Media

CC: Mayor's Office, Lincoln City Council

From: Lori Seibel, President/CEO, 435-5516
Community Health Endowment

Date: June 19, 2007

Re: CHE Announces Annual Awards

Community Health Endowment Announces Annual Awards

The Community Health Endowment (CHE) of Lincoln has selected the recipients of their annual COMMUNITY HORIZON AWARD and CLOSING THE GAP AWARD. These prestigious awards were presented at CHE's Annual Meeting with the Community.

Receiving the COMMUNITY HORIZON AWARD this year were

➢ The "Truckloads of Help" Program at the Center People in Need; and

➢ Ruth Radenslaben (BryanLGH Medical Center) and Libby Raetz (Saint Elizabeth Regional Medical Center).

Attached is additional information about the award winners.
CHE also presented their annual CLOSING THE GAP AWARD to the Healthy Homes Program. Throughout its 15 year history, Healthy Homes has provided health outreach services to pregnant mothers and mothers of newborns. The program has served over 2,100 Hispanic, Asian, African American, and American Indian women. These women have had fewer low birth weight babies and better overall pregnancy outcomes than women of these cultures not receiving health outreach services.

For more information or for print-ready pictures of the award recipients, contact CHE at 402/436-5516.
Recipients of the 2007

Truckloads of Help
A program of the Center for People in Need

Truckloads of Help is designed to assist non-profit human service agencies by purchasing products through the Gifts-in-Kind program. Gifts-in-Kind is a clearinghouse for large companies and corporations which donate new products to be given to charities throughout the nation. Products are offered in large quantities (pallets and truckloads) and include personal care products, clothing, household items, and office products.

The Center for People in Need pays Gifts-in-Kind a fee for administrative costs and delivery of the products. During the past two years, the Center has contributed approximately $4,440,000 to the project, leveraging $44 million in new household goods, personal care items, and other products. With the help of 150 volunteers, the items are sorted and prepared for free distribution to 184 non-profit agencies in Lincoln and across Nebraska.

CHE believes that Truckloads of Help has played a very significant role in providing for the basic needs of individuals and non-profit organizations, resulting in incalculable benefit to our community. Thank you, Center for People in Need, for your willingness to lead and coordinate this major community initiative.
Recipients of the 2007

Ruth Radenslaben
Clinical Director
of Emergency and
Outpatient Services
BryanLGH Medical
Center

Libby Raetz
Director of Emergency
Services and
Outpatient Clinics
Saint Elizabeth
Regional Medical
Center

Young poet and philosopher Maltie Stepanek once said, “Unity is
strength... when there is teamwork and collaboration, wonderful things can be
achieved.” This same philosophy has been at work in the creation of ED Connections,
a cross-campus case management program for patients who frequently present at the
emergency department (ED) with non-emergent conditions.

In March 2004, following the release of “An Assessment of the Safety Net in
Lincoln, Nebraska” by the Robert Wood Johnson Foundation and the George
Washington University Medical Center, Ruth and Libby made a strong and mutual
commitment to work together to achieve a stronger system of healthcare for some
of Lincoln’s most vulnerable residents. Without their commitment and vision, ED
Connections would not have received sound and strong footing.

In the first year, ED Connections has achieved great success, reducing ED visits
and costs among clients by more than 60%. Most importantly, every enrolled patient
has been assigned a primary care physician and provided with medication assistance.
CHE is pleased to be a partner in this important project, and we are grateful to
Ruth Radenslaben and Libby Raetz for their leadership, vision, and continued support.
Dear Lincoln City Council Members,

My son, Jake Whitaker, has requested N. 36th between Vine and “W” be paved as a paving unit. A resolution ordering paving constructed for this portion of road under the authority of the “gap paving” legislation is on the agenda for the June 25th City Council Meeting. Jake is currently deployed to Iraq, but is in the process of returning from his tour of duty, so I am writing this on his behalf. These are some of things that he would like you to consider and keep in mind as you make your decision on this paving unit.

Jake purchased his home at N. 36th and Vine St. in 2002, since then he has made some major improvements to his property and has plans for more. He petitioned to have N 36th St between Vine and “W” St paved as a paving district in 2004. He sighted safety and health concerns among other reasons for having the road paved. Many of the property owners did not want the road to be paved, not because a paved road is an issue, but that they would have to pay for it.

Why pave it now after all these years? Revitalization of the neighborhood. Home owners in the area have been investing in and improving their homes. The paving of this road would be an investment in the neighborhood, along with improving the property values of the houses in the area. Cost. Since an assessment cost estimate was done for paving of this portion of road in 2004, the cost has gone up around $10 per linear foot. Currently, there are funds available through the General Obligation Highway Allocation Fund Bonds Series 2006 to cover 50% of the cost of the assessment for the paving of this road. These funds are only available till mid-November, 2008. This is an opportunity that should not be passed up! How would the rest of the assessment cost be covered? By the property owners in the area. This is still an issue. Property owners that are not directly on 36th do not see that the benefits would be worth the cost to them. There are benefits to all in the area. The cost over the 20 years payment period will be minimal compared to the benefits over that time. My son will have one of the largest assessments as his property runs 142’ along N. 36th St. Subtracting the amount of his assessment that will be covered by the funds, padding a little for extra cost and interest, his assessment would cost him around $15 a month over the 20 years. How can this amount be available each month? Jake will have to budget for it as he would any other expenditure. Some of the properties are rentals; the assessment costs could be figured into the monthly rental amount. One property is a business; this assessment could be figured into the business expenses. I realize that everyone has to determine their own spending limits, but the assessment cost could be worked into most budgets. Again, with the funds available to cover 50% of the assessment cost, the time is now! Who knows what the future will bring - the road could eventually be paved, the cost will most likely have gone up substantially and the funds to cover 50% of the assessment will be gone.

Sincerely,
Beth A. Whitaker
I wanted to be at Saturday’s meeting, but had another commitment and didn’t see the flyer until Friday. I feel that the meeting wasn’t promoted aggressively enough.

My husband and I have been riding the bus 33 and 43 years, respectively, to and from work. We have always lived on the route or within 3 blocks of a bus stop (coincidentally). The service has usually improved steadily during those years. We see the proposed plan as going backwards, not forwards.

After reading the newspaper article, we have several questions which no one seems to have answered.

1. What is so wrong with the current routes that they cannot simply be fixed with a few changes? (Drivers could tell you how.) A few outlying overlaps could be re-routed.
2. Exactly what was done to determine the numbers? I am told that a ridership study was done during the summer when school is out, thereby missing most of the students. How many routes; at what times; for how long? We ride twice daily at peak times and do not take summer vacations. We do not remember seeing anyone riding the bus to record ridership volume. We were never given a questionnaire regarding where and when we ride.
3. Why pay so much for outside consultants? Why not use the drivers’ input? They are the real experts. Lincoln is more a college town than a large metropolis.
4. How can anyone know that ridership will improve with the proposed plan? In my experience, whenever my route changed, ridership dropped and never really recovered.

I don’t believe enough has been done through the years to promote bus riding as a viable alternative to driving. One fellow rider told me recently that he lived in Lincoln a long time not knowing we have bus service until he happened to see a bus go by a short distance from his home. He has been riding ever since. Several coworkers have begun riding the bus because I explained the system. Otherwise they hadn’t considered it as an option.

Vocational Rehabilitation and other public service organizations provide bus rider training to people who are disabled and people with low incomes. Many of these offices have located on bus routes to be accessible to these people. Will both groups be forced to move closer to downtown to take advantage of public transportation? Are we in danger of creating ghetto-like areas in greater downtown?

It is very convenient to have all buses follow the same downtown circuit. This allows people to transfer between buses more easily. One can now catch a bus to almost anywhere from several locations downtown. As it is now, one can go to and from almost anywhere in Lincoln with one transfer. With the proposed plan, it looks like multiple transfers will be needed to get to many places. I am not alone in my concern that this flexibility would be lost with the proposed plan. On behalf of all the riders who get on and off at the Capitol, the State Office Building, and the library, I hope the downtown circuit for all buses will continue to include that part of 14th Street.

I know of several riders who drive in from out of town and park their cars at a mall, or church, or along a side street in the southeast part of town to ride the bus the remainder of the way to work. It seems that option would be less convenient with the proposed plan.
I can’t imagine that the proposed plan is the best way to remedy the funding problem. New shelters would need to be built; curb cuts would be needed; current metered parking would be lost to create additional bus stops; regular riders would be lost with no guarantee that new riders would replace them….

Thank you.

Tracey Hillman

1221 Coachman's Drive

Lincoln NE 68510-4433

"If the freedom of speech is taken away then dumb and silent we may be led, like sheep to the slaughter."
--George Washington
June 19, 2007

City Counsel Office
555 South 10th Street
Lincoln, NE 68508

To Whom It May Concern:
My name is Timothy J. Deuel. I am writing this letter to express concern over a possible safety hazard.
There is an electronic billboard on 48th and Normal Blvd. This billboard is more like a large television than it is a billboard. I find it dangerous because of the distraction it could cause drivers. Billboards can be distracting enough without it becoming like a television.
While one is heading west on Normal Blvd, they could easily be distracted by the changing of the advertisement and therefore could cause a collision.
I request this be looked into further and that the billboard either changed to a standard billboard or be removed.
Thank you for your time.

Sincerely yours,

Timothy J. Deuel
My son has played baseball at Lewis Fields over the last 2 years and we are appreciative for this complex. One concern is that in the men's restroom the toilet has a nice sized wad of poop literally embedded on the inside of the bowl. Nice part is that this was there all last summer.
I was in there the other night and noticed a father in the restroom with his daughter as she needed to use this toilet. It was a little disgusting knowing that she had to use this one toilet.
I know that the Parks Dept. $$$ is tight and this restroom is generally clean - just would be nice if the toilets and urinals could be cleaned at least once a year.

Thanks for listening.

Steven L. Anderson
Business Manager
KLKN-TV
(402) 436-2237
Sanderson@klkntv.com
ADDENDUM TO DIRECTORS’ AGENDA
MONDAY, JUNE 25, 2007

I. MAYOR -

1. NEWS ADVISORY - RE: Mayor Beutler’s Public Schedule Week of June 23 through 29, 2007 - Schedule subject to change.

2. NEWS RELEASE - RE: Intersection of 10TH and South to Reopen Tomorrow - More changes scheduled on South Street next week (Council received copy of this new release on 06/21/07 in their packet.)

3. NEWS RELEASE - RE: Public Invited To Tour Antelope Valley Project Area.


5. NEWS RELEASE - RE: Mayor Beutler Welcomes Troops Home.

II. CITY CLERK - NONE

III. CORRESPONDENCE

A. COUNCIL REQUESTS/CORRESPONDENCE -

JON CAMP -


B. DIRECTORS AND DEPARTMENT HEADS -

PUBLIC WORKS & UTILITIES

1. ADVISORY - RE: 10th and South Intersection to Open Today - Phase II - South; 16th - 17th to Open 06/29/07 - Phase III - South; 10th - 13th to Close 06/29/07 - Project #540009.

C. MISCELLANEOUS - NONE
Mayor Beutler’s Public Schedule
Week of June 23 through 29, 2007
Schedule subject to change

Sunday, June 24
- Welcome Home for 1-167th Cavalry and 134th Infantry Detachment (Long Range Surveillance), Nebraska Army National Guard, remarks - 10:30 a.m., Haymarket Park, 403 Line Drive

Monday, June 25
- Pre-Council meeting on Cable Advisory Board performance evaluation of Time Warner Cable - 4:15 p.m., Room 113, County-City Building, 555 S. 10th St.
- Kutak Rock Summer Associate Dinner - 6 p.m., Fountain Court, Joslyn Art Museum, 2200 Dodge St., Omaha

Tuesday, June 26
- International visitor from China - 9 a.m., Mayor’s Office, County-City Building, 555 S. 10th St.
- News conference - 2 p.m., topic and location to be announced

Wednesday, June 27
- “High School Musical,” remarks - 8 p.m., Pinewood Bowl, Pioneers Park

Thursday, June 28
- YouthBuild groundbreaking (Lincoln Action Program and U.S. Housing and Urban Development Department), remarks and proclamation - 10 a.m., 600 N. 26th St.

Friday, June 29
- Common Cause Dinner (Mayor Beutler among those being honored), remarks - 6:30 p.m., Hillcrest Country Club, 9401 “O” St.
The intersection of 10th and South streets, which has been closed since June 16, is scheduled to re-open about mid-day Friday, June 22. It originally was scheduled to be closed until June 25 as part of the South Street Improvement Project.

On Friday, June 29, phase three of the project is scheduled to begin. South Street from 16th to 17th streets will reopen, with some continued lane closures. South Street from 10th to 13th streets will close for about three weeks.

The South Street Improvement Project began in March. Improvements include roadway resurfacing, replacement of medians and traffic signals, new pavement markings, new streetscape enhancements and replacement of the water main and storm sewers. The entire project from 8th to 18th streets has four phases and is scheduled to be complete by the end of July 2007.

For more information, contact Steven Faust, City Public Works and Utilities Department, at 441-7711.
Mayor Chris Beutler today encouraged the public to take advantage of free Antelope Valley Project tours being offered this month. This is the third year the project partners have presented the tours to give residents a first-hand look at the progress of the flood control, traffic improvement and community revitalization project.

“This year, the theme for our tours is ‘connecting the dots,’” said Mayor Beutler. “Antelope Valley has reached the point where we are really beginning to see the important links this project is creating. One of those is research. With floodplain issues resolved, UNL is actively planning for an expansion of public and private research facilities. This is a huge economic engine for our City and State. Last year, UNL research brought in $104 million in grants - that’s the equivalent of 3,000 high-paying jobs. But UNL is running out of space to conduct this research. Antelope Valley is the connection to that research space and those new jobs.”

The 90-minute tours are being offered on two dates:

- Thursday, June 28 - bike and bus tours begin at 6:30 p.m.
- Saturday, June 30 - bike tour at 9 a.m., bus tours at 9 and 11 a.m.

Bike tours will begin at the southeast corner of 21st and “N” streets. Bus tours will begin with a presentation in the City Council Chambers, 555 South 10th Street. To sign up for a tour, residents can call 458-5969 or visit the City Web site, lincoln.ne.gov (keyword: antelope).

Tours will include construction of the “P” and “Q” street bridges; views of the completed Antelope Creek Waterway and the portions being built; area redevelopment projects, including the Liberty Village affordable housing project; the research and development corridor; and the Big “X” elevated roadway.

Antelope Valley is a joint project of the City of Lincoln, the University of Nebraska - Lincoln and the Lower Platte South Natural Resources District. An economic analysis projects that for every dollar spent on the project, the private sector will respond with at least three dollars of private investment and redevelopment in the area. For more information or to comment on the Antelope Valley Project, visit the City Web site, call the Antelope Valley Hotline at 458-5969 or send an e-mail to antelopevalley@oaconsulting.com.

- 30 -
MAYOR CHRIS BEUTLER
CITY HONORED FOR INJURY PREVENTION AND SAFETY PERFORMANCE

The Nebraska Safety Council (NSC) Greater Omaha Chapter has recognized the City of Lincoln’s safety program with an Award of Honor With Distinction for Superior Achievement in Injury Prevention and Safety Performance covering the years 1998 to 2007. Representatives from the City’s Risk Management Division received the award at the NSC’s annual conference in Omaha May 17.

The award criteria considered reductions in workplace injuries, the overall effectiveness of safety training programs and injury statistics. All City injury statistics were better than the national averages.

“This is a great honor for City employees who provide essential services in a safe and conscientious manner,” said Bill Kostner, Risk Manager for the City of Lincoln. “This is a real win-win for our employees and ultimately, for our residents.”

The City of Lincoln also received the NSC’s Peak Performance Award in May for its outstanding workplace safety program.
OFFICE OF THE MAYOR
555 South 10th Street, Lincoln, NE 68508, 441-7511, fax 441-7120

FOR IMMEDIATE RELEASE: June 24, 2007
FOR MORE INFORMATION: Diane Gonzolas, Citizen Information Center, 441-7831

MAYOR BEUTLER WELCOMES TROOPS HOME

Mayor Chris Beutler was among those welcoming home about 250 Nebraska Army National Guard soldiers at a celebration today at Haymarket Park. The members of the 1-167th Cavalry and 134th Infantry Detachment (Long Range Surveillance) served in Iraq for about one year, and have been away from home for about 20 months.

"Soldiers, you have done your duty. You have answered the call," Mayor Beutler said. "Your country is enormously grateful for your sacrifice and dedication to the protection of America. You went into the chaos of a distant land so that the twin terrors of political extremism and religious radicalism might not ever again violate our borders."

Beutler said the number of people in attendance at the celebration was an indication that the many people had missed the soldiers and that their communities had not been the same without them.

"While the void you left in departing was never filled, your patriotic commitment to a greater good sustained us," he said. "We know that you went to defend the very communities you left behind. We know that you never forgot the individuals you were fighting for, that those back home were your motivation. You never forgot us. For that, we can never express enough gratitude."

Mayor Beutler also acknowledged the two soldiers who did not come home. Staff Sgt. Jeffrey Hansen of Cairo and Sgt. Germaine Debro of Omaha were killed during the deployment.

"We can inscribe their names in our minds, as if inscribed in granite, and honor them by saying aloud their names in the peaceful days ahead when we reflect upon the good life and upon how it came to be."
Attached is a copy of the contractor's current construction schedule for the Pioneers Boulevard widening project. Phase I, which is from Stacy Lane to Lucile Drive, is currently scheduled to be completed and open to traffic by the end of July. Phase II, which is from Lucile Drive to 80th Street, is currently scheduled from August to mid September. The contractor is required to provide access between Lucile and 78th when school is in session. Phase III, which is from 80th Street to Pagoda Lane, is currently scheduled from mid September to the end of October. The substantial completion date (open to traffic) for the whole project is November 10, 2008.

The Phase I area is currently closed to traffic, with temporary access provided for the Pioneers Gymnastics Academy and Antelope Creek Court. Pioneers between Lucile and Pagoda is currently open to local traffic with some lane restrictions while the Firethorn sanitary sewer work is being completed on the south side of Pioneers from Lucile to 80th. When Phase I is completed, Pioneers from Lucile to the west will be open to traffic and Pioneers from Lucile to 80th will be closed, with access provided to adjacent properties. As previously stated, once school is in session this fall, the contractor will be required to provide access between Lucile and 78th. Also, the intersections of 78th and Pioneers and 80th and Pioneers are not allowed to be closed at the same time. Phase III will close Pioneers from 80th to Pagoda where it will tie in with work completed under the 84th Street and Pioneers project. More information on the phasing and project detour can be found at www.lincoln.ne.gov, keyword Pioneersblvd.

700019 - Pioneers Blvd Construction Schedule 6-19-07.PDF

Thank you,

Erika Nunes
Engineer
City of Lincoln / PW&U Engineering Services
531 Westgate Blvd., Ste. 100
Lincoln, NE 68528

"Jon Camp" <joncamp@lincolnhaymarket.com>
A number of my constituents have asked for the current timetable for completion. As I recall, there are 3 stages: (1) the current bridge/creek work, (2) a middle area from the creek to about 78th, and (3) from 78th to 84th.

Please advise me of those anticipated dates and also copy Mr. Don Gerbeling, whose email address is with this email.

Finally, would you comment, for Mr. Gerbeling's benefit, on the manner in which local traffic can proceed during construction to minimize inconveniences to the adjacent neighbors?

Thank you,

Jon

JON A. CAMP  
Haymarket Square/CH, Ltd.  
200 Haymarket Square  
808 P Street  
Lincoln, NE  68508

402.474.1838 or 402.474.1812  
402.560.1001 (Cell)
10th and South Intersection to Open Today  
Phase II - South; 16th - 17th to Open 6-29-07  
Phase III - South; 10th - 13th to Close 6-29-07  
Project #540009

The intersection of 10th and South Streets, which has been closed since June 16, 2007, is scheduled to open mid-day on June 22, 2007. It was originally scheduled to be closed until June 25, 2007 as part of the South Street Improvements Project.

On June 29, 2007, the project is scheduled to move from Phase II to Phase III. South Street from 16th to 17th Streets will open with some continued lane closures. South Street from 10th to 13th Streets will close for approximately three weeks.

The South Street Improvement Project began in March, 2007. Improvements include roadway resurfacing, replacement of medians and traffic signals, new pavement markings, new streetscape enhancements and replacement of the water main and storm sewers. The entire project from 8th to 18th Streets has four phases and is scheduled to be complete by the end of July, 2007.

Steven R. Faust  
Pavement Management Coordinator  
City of Lincoln, Engineering Services  
531 Westgate Boulevard, Suite 100  
Lincoln, NE 68528  
Phone: (402) 441-8413  
Fax: (402) 441-6576