IN LIEU OF
DIRECTORS’ MEETING
MONDAY, JULY 28, 2008

I. MAYOR
*1. NEWS RELEASE. Mayor Presents June Award of Excellence to Joyce Kubicek of Lincoln Area Agency on Aging.
*2. Letter to Mayor Beutler from People First of Lincoln Explaining How Housing Unit Built for Individuals with Mobility Issues with Bus Stop in Front of Unit. Concerned with StarTran Transition to New Routes.
*3. Memo from Trish Owen, Aide to the Mayor, with Documentation for Agenda Items #10 and #11.
   3b. Lower Platte South Natural Resources District Public Hearing on Acquisition of Private Property (Easements) for Construction, Operation and Maintenance of Stream Stability Measures, Known as Deadmans Run CIP Project #5.
*4. NEWS RELEASE. Turn Lanes at 10th and Van Dorn to Open Wednesday.

Received Week of July 28, 2008
1. NEWS RELEASE. Grant provides fire safety training for blind and visually impaired citizens.
2. NEWS RELEASE. City Council proposes changes to Mayor’s recommended budget.
3. NEWS RELEASE. Urban Search and Rescue Team deploys to San Antonio.
4. NEWS RELEASE. Construction begins on Mopac Trail Bridge.
5. NEWS ADVISORY. Mayor Beutler will hold a news conference on Thursday, July 24, 2008, at the Rail Joiner sculpture at the Justice and Law Center, 575 So. 10th Street to announce plans for City’s celebration of Abraham Lincoln’s 200th birthday. (Delivered to Council Members on 07/23/08)
6. NEWS RELEASE. Mayor announces four-day festival to celebrate Abraham Lincoln’s 200th birthday.

II. DIRECTORS

CITY ATTORNEY
*1. Letter from City Attorney, John Hendry, on Utilizing Funds Other Than, or in Addition to, the General Fund for the Law Department. (Letter distributed to Council Members on Tuesday, July 15, 2008)

Received Week of July 28, 2008
1. Minutes of Executive Session regarding labor negotiations on Monday, July 18, 2008.

HEALTH DEPARTMENT
*1. NEWS RELEASE. West Nile Virus found in Mosquitoes in Lancaster County.

Received Week of July 28, 2008
   1b. Graph of Greenhouse Gas (CO2) Air Pollution Emissions by Sector, 2005 and 1990.
LIBRARY
*1. Correspondence from Carol Conner, Director, on Proposed Library Public Service Hours.
   a) Special Board Meeting on Tuesday, July 29, 2008 at 6:00 p.m. at Bennett Martin Library.
   b) Public Notice of Public Service Hours, and Proposed Public Service Hours, at Lincoln City Libraries.

PLANNING DEPARTMENT
*1. Waterford Estates 2nd Addition. Final Plat #07080, Generally Located at North 98th Street and “O” Street.
*2. Memorandum of Understanding Between the City and the Lancaster County Agricultural Society. Bill #08R-160.

Received Week of July 28, 2008
2. City Board of Zoning Appeals cancellation of July, 2008 meeting.

PLANNING COMMISSION ACTION

PLANNING COMMISSION FINAL ACTION
Received Week of July 28, 2008

PUBLIC WORKS AND UTILITIES
*1. ADVISORY. Sidewalk Curb Ramp Advisory.

Received Week of July 28, 2008
1. ADVISORY. Water main replacement project #700308, 58th Street; Havelock Avenue - Kearney Avenue

PUBLIC WORKS/STAR TRAN
Received Week of July 28, 2008
1. Memo from Beatty Brasch, Vice Chair, StarTran Advisory Board. Recommendations, Mayor’s Proposed F.Y. 2008-09 Budget, with attachments.
2. StarTran Advisory Board Actions

URBAN DEVELOPMENT/ HOUSING REHAB & REAL ESTATE DIVISION
1. Street and Alley Vacation No. 08002. Capitol Parkway at South 21st Street.
2. Street and Alley Vacation No. 08003. North/South Alley north of Seward Avenue between North 60th and North 61st Streets.
III. CITY CLERK

IV. COUNCIL REQUESTS/CORRESPONDENCE

**JON CAMP**
1. Request to Jim Weverka, Animal Control - RE: Pit bulls outlawed in Lincoln. (RFI#89-07/09/08) **Reply from Bruce Dart, Health Department with community comparison data from Jim Weverka, Animal Control.** (07/18/08 sent to Council Members)
2. Email to Denise Pearce, Aide to the Mayor, after receipt of cover memo on homeowners stimulus plan.

**DAN MARVIN**
*1. Email from Niki Svik. Concerns on Budget, Closing Elementary School CLC’s. Evaluate Whether to Build Convention Center and Arena In This Time of Rising Financial Costs. Young Families Think of Moving Away from Lincoln.*

V. MISCELLANEOUS
*1. Email from Wilbur Dasenbrook. Appreciates Dedication and Effort. Work Together in the Best Interest of the People of Lincoln.
2. Email from Michael M. Bartels. Unhappy with Proposed Reduction of Branch Library Hours.
3. Email from Fred Marks. LES Rate Increases. If Absolutely Necessary Lighten Burden on Older Citizens, People on Disability, Disabled Veterans, Low Income Individuals and Families. LES Needs to be More Creative in Solving the Electricity Problem.
4. Email from Mark Hupf. Citizens Depend on Bus Service, Do Not Cut Hours Between 11:00 a.m. and 2:00 p.m.
5. Email from Rachel West. Do Not Reduce Lincoln City Libraries’ Hours of Operations. Recommended Reading of Libraries and Democracy.
7. Email from Jodi Delozier. Do Not Approve the 12% LES Rate Hike. LES Should Cut Internally with Either Salaries, Salary Increases, or Positions.
8. Email from Russell Miller. More Efficient to Prevent Crime Before Gangs are Established.
9. Email from Larry Jabloncki. Do Not Use TIP for the Rosewood Inn Development.
10. Email from Judd Smith. Words to Live By as a Council Member.
11. Email from Janet Kosch. Adjustment of Library Public Service Hours.
12. Email from Mark Hupf. Do Not Make Cuts Proposed to StarTran.
13. Letter and Newspaper Article Received from Herb Welter. Keep City Vehicles Longer Than the Warranty.
14. Letter from People First of Lincoln Outlining How Members Rely on Public Transportation, StarTran.
16. Correspondence through InterLinc from Paul Schack. Opposed to Cutting Public Transportation and Proposed Cuts from 10:00 am to 2:00 pm.
*17. Email from Deb Quinn. Do Not Cut StarTran Bus Routes Midday Trips.
*18. Email from Joyce Schuette. Proposal to Reduce Four Hours of Midday Route Service Adversely Affects Many People.
*19. Correspondence from Judy Schiltz. Appreciate the StarTran Bus New Schedules and Routes.

**Received Week of July 28, 2008**
1. Letter from Sharon Aguilera. Do not shut down the Easterday Program permanently.
2. Letter from Janet Coleman regarding cuts to StarTran service.
3. Email through InterLinc from Kim Schwaninger. Do not cut back on StarTran. New schedule is wonderful.
4. Letter from Brian Linderholm. Do not cut mid-day city bus service. Raise revenues by raising the fare. Do not force Lincoln citizens to use pricey alternative private transportation services.
5. Email from Paula Thomassen. Recommend changing schedule so drivers take a break throughout the day rather than take out the ride on East Avon.
7. Email from Tracey Hillman, Vocational Rehabilitation. Examples of situations which may occur if StarTran cuts mid-day service.
8. Letter from Lincoln Electric System (LES). LES Proposed Rate Increase of 10.1%.
9. Email from Larry Jablonski. Do not approve Tax Incremental Financing (TIF) for the Perot Systems development at Tech Park.
10. Email from Becky Ferguson. Do not pass the Mayor’s proposed homebuilding stimulus.
11. Email from Russell Miller, Lincoln Neighborhood Alliance. Chateau properties request for Change of Zone #08033 on Deadman’s Run.
12. Email from Sandra Pelton. Limiting library hours is not a service to cut.
13. Correspondence from Pam. Terrible LES is raising rates.
14. InterLinc correspondence from Pam. What happened to the 10 million found weeks ago? Use to offset City deficit.
15. InterLinc correspondence from Wayne Cole. Do not change current bus system hours to cut the budget, as it will have a great impact on Lincoln citizens.

**VI. ADJOURNMENT**

*Held Over from July 21, 2008.*
Mayor Chris Beutler was joined today by members of the City’s Bureau of Fire Prevention and officials from the Nebraska Commission for the Blind and Visually Impaired (NCBVI) to kick off a special fire prevention training session for citizens with visual impairments.

The Bureau of Fire Prevention was awarded a grant for more than $44,000 from the Federal Emergency Management Association (FEMA) earlier this year for a comprehensive fire safety and prevention education project designed to target specific groups, including those with visual impairments.

“It’s important that this kind of safety program reach the entire community,” said Mayor Beutler. “Fighting fires is very difficult and dangerous work. The best way to prevent the injuries, deaths and property losses due to fires is to educate the public. I am very pleased that this project is targeting several specific groups including new Americans, older residents, college students and, those with visual impairments.”

Chief Fire Inspector Bill Moody said today’s training session grew out of a successful pilot program last year.

“This fire prevention grant allows us to do some creative and innovative training, specifically today for the blind and visually impaired,” said Moody. “Through today’s sessions, participants will learn to use fire extinguishers, fire alarm pull stations, smoke detector operation and maintenance as well as kitchen fire safety.”

“It is important for everyone to be prepared in case of an emergency,” said Nancy Flearl, Omaha District Supervisor for the Nebraska Commission for the Blind and Visually Impaired. “Our agency works with blind consumers on daily living skills and this program will teach them the proper techniques to employ in case of a fire.”

More fire prevention information is available on the City Web site at lincoln.ne.gov (keyword: fire prevention).
The Lincoln City Council this morning proposed the following changes to Mayor Chris Beutler’s recommended budget for 2008-2009:

* These proposed cuts would reduce the amount of the transfer from the Special Assessment Revolving (SAR) Fund to the General Fund.

TAX-FUNDED BUDGET: reduction of $1,011,000 total
- * Delay home ownership stimulus program - $610,000.
- * Cut consultant services and eliminate Lincoln Fire and Rescue study of coverage areas and response time - $165,000.
- * Temporarily suspend Urban Development Department commitment to downtown Lincoln retail incentive project - $100,000.
- * Cut contingency fund from $350,000 to $250,000 - $100,000.
- * Reduce data processing in Planning - $20,000 total: $16,000 from SAR transfer and $4,000 from County revenue.
- * Cut in Criminal Justice Information System - $16,000.
- Move $10,000 special program funding (travel for Economic Development Aide) to Mayor’s budget - no budget impact.

NON TAX-FUNDED BUDGET: reduction of $6,309,217 total.
- * Cut all but $235,000 from Mayor’s proposed Fast Forward Fund - $6,200,000.
- * Cut $300 for replacement of office chair in Public Works and Utilities, Fleet Services - $300.

The public hearing on the budget is from 2:30 to 6 p.m. and 6:30 to 10:30 p.m. Monday, August 11. The Council votes on final changes to the Mayor’s budget at 9 a.m. Wednesday, August 13 and adopts the budget at 5:30 p.m. Monday, August 25. All meetings are in the City Council Chambers, first floor of the County-City Building, 555 S. 10th St. They will be aired on 5 CITY-TV, the government access cable channel. More information on the City budget is available at lincoln.ne.gov.
URBAN SEARCH AND RESCUE TEAM DEPLOYS TO SAN ANTONIO

Nebraska Task Force One (NETF-1), the Urban Search and Rescue Team based at Lincoln Fire and Rescue (LFR), deployed a 34-member team to San Antonio, Texas Monday evening in advance of tropical storm Dolly. The highly specialized team will serve as a supplement to local resources when needed. The City of Lincoln will not have any loss or disruption of emergency services during the deployment.

More information on the LFR and NETF-1 is available on the City Web site at lincoln.ne.gov (keyword: USAR).

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CONSTRUCTION BEGINS ON MOPAC TRAIL BRIDGE

Construction work began this week on a new Mopac Trail Bridge at 27th and “X” streets. The new bridge will provide a safe passage across 27th Street for pedestrians and bicyclists. Construction is expected to be complete in the spring of 2009.

Trail users are asked to find an alternate route around the work site during bridge construction. A crossing signal is available at 27th and “Y” streets.

The Great Plains Trails Network provided $125,000 in private donations for the bridge, which is estimated to cost about $1.9 million. The city received a federal enhancement grant for $500,000, and the rest will be paid for from funds received through tax increment financing.

The bridge is the final link in the Mopac Trail that begins near the University of Nebraska campus at 19th and Vine streets. The Mopac Trail extends east from UNL through the City to 84th Street and then continues east into rural Lancaster County.

More information on the City trails system is available on the City Web site at lincoln.ne.gov (keyword: trails).
DATE: July 23, 2008
FOR MORE INFORMATION: Diane Gonzolas, Citizen Information Center, 441-7831

Mayor Chris Beutler will announce plans for the City’s celebration of Abraham Lincoln’s 200th birthday in 2009 at a news conference at 10 a.m., Thursday, July 24 at the Rail Joiner sculpture, just outside the Justice and Law Enforcement Center, 575 South 10th Street. In case of rain, the news conference will be moved to the Mayor’s Conference Room, County-City Building, 555 South 10th Street.
Mayor Chris Beutler today announced that the City is expanding its annual Abraham Lincoln Birthday Celebration to four days in 2009 to mark President Lincoln’s 200th birthday. Highlights include a concert by the Jay Ungar and Molly Mason Family Band February 12; a new Civil War musical February 13; the traditional Family Day event February 14; and a lecture by author and historian Doris Kearns Goodwin February 15.

“As the largest city in the world to be named for this beloved leader, Lincoln, Nebraska is proud to present this once-in-a-lifetime festival,” Beutler said. “I want to thank the volunteer committee for organizing a festival that includes favorites from past celebrations and exciting new events. I urge the entire community to support this celebration.”

This will be the City’s ninth annual Abraham Lincoln Birthday Celebration. Event Chair Wayne Boles said the event will be funded through grants and donations, and a small admission fee will probably be charged for the events on February 12 and 13. Events on February 14 and 15 will be free. Local advertising agency Bailey Lauerman has donated the services of its designers to create the celebration logo with the theme, “10 score.”

Boles said the volunteer committee began planning the 2009 event in 2007. “Abraham Lincoln remains one of the most compelling figures in history, and his 200th birthday is generating renewed worldwide interest in this amazing man and his times,” Boles said. “We plan to market this outstanding festival to the entire region to draw visitors to our community.”

Boles said the committee hopes other community organizations will plan events or exhibits to complement the four main events:

- **February 12** – The Jay Ungar and Molly Mason Family Band will give a concert at the Lied Center. This will be their third appearance in Lincoln. They have performed on “A Prairie Home Companion” and their own public radio specials and have worked on soundtracks for films and for Ken Burns’s documentaries. (More information is available at www.jayandmolly.com.)
February 13 – “Civil War Voices,” a new musical, will be presented on the Lied main stage. The piece was written by Lincoln attorney Jim Harris based on Civil War correspondence, including some from the playwright’s great-great uncle. Internationally-known composer Mark Hayes of Kansas City arranged the music.

February 14 - The annual free Family Day event will include music and dancing from the Smith Family Band, which has performed for six previous celebrations. Also returning is local favorite Chris Sayre, the only musician who has performed at all previous eight celebrations. Illinois actors Michael Krebs and Debra Ann Miller will return as the President and Mary Todd Lincoln. They performed in Lincoln in 2007. The event also will include Civil War re-enactors, historical exhibits, children’s activities and the annual Lincoln impersonators contest. (Krebs’s Web site is www.abrahamlincolnperformance.com.)

February 15 – Pulitzer Prize-winning author and historian Doris Kearns Goodwin will give a free lecture at the Lied Center. Her latest book, “Team of Rivals: the Political Genius of Abraham Lincoln” was a number one New York Times bestseller. (More information is available at www.doriskearnsgoodwin.com.)

Information on the celebration will be posted on the City Web site, lincoln.ne.gov, beginning in September. Those wanting to support the event can contact Boles at 434-5973 or Diane Gonzolas in the Mayor’s Office, 441-7831.

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10

Celebrating Abe Lincoln's 200th birthday
MINUTES
Executive Session
Re: Labor Negotiations
Monday, July 18, 2008, 9:30 a.m.


Others present: Don Taute and John Cripe, Personnel; Don Herz and Steve Hubka, Finance; Mayor Chris Beutler, Trish Owen and Rick Hoppe, Mayor’s Office; John Hendry and Joe Rupp, Law.

A motion to go into Executive Session for the protection of the public interest to discuss labor negotiations was made by Emery and seconded by Svoboda. On a roll call vote, the motion carried 5-0 (Camp & Cook not present at time roll was called). The Council went into executive session at 9:33 a.m. and, following discussion, exited executive session at 10:30 a.m.

LAW/ce
Health Department Determines
Lincoln’s Greenhouse Gas Emissions

The Lincoln-Lancaster County Health Department Air Quality Program has completed a comprehensive review of Lincoln’s energy consumption in residential, commercial, industrial, transportation, and waste management sectors. Based on this data, the Health Department has calculated local greenhouse gas emissions for our community. Data was collected for a baseline year of 1990 and compared to 2005, the most recent year for which data was available. Data was entered into the International Council for Local Environmental Initiatives computer modeling program, which calculates the greenhouse gas emissions as “equivalent carbon dioxide (CO₂) emissions.” Sources of data included the Lincoln Electric System, Aquila, State and Federal Energy Offices, Lincoln’s Planning and Public Works & Utilities Departments, the Nebraska Department of Motor Vehicles and the Ethanol Board.

In 1990 CO₂ emissions totaled 3,130,000 tons, or 17 tons per person. Since 1990, Lincoln has grown by about 50,000 people, and by 2005 the total emissions increased to 4,583,000 tons, or 18.3 tons per person. According to the Federal Energy Administration, CO₂ emissions in the U.S. average 20 tons per person per year.

The percent of total CO₂ emissions associated with transportation increased between 1990 and 2005. This was mainly due to population growth, resulting in both more people driving vehicles and the expansion of the city.

“It’s time to take action together to cut our CO₂ emissions. Everyone has a role to play – individuals, businesses and government,” said Scott Holmes, Manager, Environmental Public Health Division. “City agencies and many local businesses have reduced their energy and gas consumption. Now
it is time for individual citizens to take action to reduce their personal CO₂ pollution. Each of us creates CO₂ pollution as a result of driving cars, living in our homes (cooling, heating, lighting, using appliances), and disposing of waste,” noted Holmes. “What’s great is that reducing your CO₂ emissions also reduces air pollution, and may save you money and improve your health at the same time,” said Holmes.

Transportation is the largest source of personal CO₂ pollution. Biking or walking to work, school, or to do errands will save money on gas and improve your physical fitness, while at the same time reduce CO₂ pollution. If you can’t bike or walk, carpool or use the bus. If you are going to buy a car, replacing a car that gets an average of 20 mpg with one that gets 30 mpg will both save you money at the gas pump and decrease your CO₂ emissions by about 4000 pounds (2 tons) per year.

Setting your thermostat 2 degrees higher in the summer (and 2 degrees lower in the winter) can save 350 pounds of CO₂ per year. Check out Lincoln Electric System’s website for energy-reducing, money-saving tips, an on-line energy audit with a cost savings calculation tool, and consultation with an energy advisor.

Finally, the age-old solid waste message of “Reduce, Reuse, and Recycle” holds true for reducing carbon emissions. Buying less means less energy needed to create things and services. Every time you reuse something, a new “thing” does not have to be made, and every time you recycle, less energy has to be expended to create those items from raw materials. Many options exist for recycling plastic, glass, aluminum cans, newspapers, other paper and steel (tin) cans. For a list of curbside recycling options, drop off sites and other useful information, type in “Lincoln recycles” in your favorite Internet search engine.

Holmes concluded, “I’d encourage each family and individual in Lincoln to make it a goal to reduce their CO₂ emissions. Reducing CO₂ pollution can only be accomplished by making lifestyle changes which lower personal energy consumption.”

###
Greenhouse Gas (CO2) Air Pollution Emissions by Sector - 2005

- Commercial: 28.4%
- Residential: 25.9%
- Transportation: 29.4%
- Industrial: 14.0%
- Waste: 2.4%

Source: LLCHD (7/08)

Greenhouse Gas (CO2) Air Pollution Emissions by Sector - 1990

- Commercial: 29.6%
- Residential: 26.7%
- Transportation: 24.9%
- Industrial: 15.3%
- Waste: 3.5%

Source: LLCHD (7/08)
The Nebraska Capitol Environs Commission will hold a scheduled public meeting on Thursday, July 24, 2008. The meeting will convene at 8:00 a.m. in Room 206, 2nd Floor, County-City Building, 555 S. 10th Street, Lincoln, Nebraska, to consider the following agenda. For more information, please contact the Lincoln/Lancaster County Planning Department at 441-7491.

**Agenda of July 24, 2008**

1. Approval of meeting notes of [May 22](#) and [June 26](#), 2008.

   **Public Hearings**

2. Applications by Kaplan University (J to K Streets, east of S. 18th Street) for
   a) Demolition of dormitory at 18th & J Streets
   b) [Landscape plan](#) for parking lot at 18th & J Streets
   c) [East addition](#) to academic building on K Street

3. [Nebraska State Education Association Building](#), Lincoln Mall at S. 14th Street, (Sinclair Hille)

4. Letter from Commission to utilities regarding overhead wires

   **Discussion**

5. Staff report: [Letter from Downtown Neighborhood Association](#), west extension of District.

6. Miscellaneous.
The July 2008 City Board of Zoning Appeals meeting has been cancelled as no applications were received prior to the deadline.

If you have any questions, please feel free to call the Planning Department at 441-7491.

Michele Abendroth
Lincoln/Lancaster County Planning Department
555 South 10th Street, Suite 213
Lincoln, NE  68508
402-441-6164

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MINUTES

PRE-COUNCIL MEETING
Monday, July 14, 2008
10:15 a.m.
Conference Room #113

Downtown/Antelope Valley Design Standards

Members present: Jon Camp, Doug Emery, Robin Eschliman, Dan Marvin, John Spatz and Ken Svoboda

Others present: Kent Seacrest of Seacrest and Kalkowski Law Firm; Terry Uland of Downtown Lincoln Association; Kyle Fischer of the Chamber of Commerce; John Hendry of the Law Department; David Landis, Dallas McGee and Wynn Hjermstad of the Urban Development Department; Steve Henrichsen, Ed Zimmer and Michele Abendroth of the Planning Department; media and other interested parties.

The meeting was called to order at 10:18 a.m. The Nebraska Open Meetings Act was acknowledged.

David Landis began by stating that action on the Downtown/Antelope Valley Design Standards will take place in 6-8 weeks. The majority of the public input process has taken place already.

The proposals are generally public but there will be some private proposals as well. The public portions include text amendments to the B-4 zoning district as well as map changes. The private form is the Assurity project at 20th and R Streets as well as other projects.

The public process began with the 2005 Downtown Master Plan which included a set of design standards. It failed to get traction at that time as the standards were qualitative which are more subjective. They quickly learned that more quantitative standards with a checklist would get more support. There were six public meetings with neighborhoods and property owners. They also met with Downtown Lincoln Association, the Chamber of Commerce and the Lincoln Independent Business Association. They received many suggestions and they were able to incorporate many of the suggestions.

Landis noted that there were many questions including whether or not there is a grandfather clause, which there is. Other concerns were related to parking.

The main reason for the standards is to attract private investors. We also want to track the record in other communities. Many of the cities have development plans and design standards. The Haymarket District is an area of successful use of design standards. It has an identity to itself and the standards have added to its attractiveness. Neighborhood Design Standards have also been implemented in Lincoln. They have been a success and have helped to shape the community in a positive way.

Ed Zimmer then reviewed what will be before the Planning Commission on Wednesday, July 16. They envision this closely paralleling the Neighborhood Design Standards in that it will be a
review during the building permit process. The areas being addressed in the Downtown/ Antelope Valley Design Standards are building materials which are specifically defined, simple and objective. Parking is also reviewed particularly where it is positioned on a site. Drive thrus are also addressed in how it relates to the pedestrian. Rooflines, windows and entrances are also addressed.

The appeal process is clearly defined. The first appeal would be to the Planning Director who could approve a project based on the fact that it meets the intent of the standards. Neighbors within 200 feet would also be notified. If a project is denied by the Planning Director, the next step would be an appeal to the body that has jurisdiction of the area, namely Urban Design Committee, the Capitol Environs Commission or Historic Preservation Commission. The final appeal would be to the City Council.

Zimmer then reviewed the B-4 zoning changes. The key changes are in prohibiting some of the uses. In the area east of 17th Street, primarily for the Antelope Valley area, certain uses would be prohibited such as auto body repair, car washes and vehicle sales. Staff is proposing a minimum height of 20 feet with a maximum height in a few areas being revised. The parking requirement in Antelope Valley has been revised to allow parking to be provided within 300 feet rather than requiring it all to be on-site. There is still no required parking in Downtown or between N and P Street in Antelope Valley. In Antelope Valley, the parking requirement for restaurants has changed from 1 space per 300 square feet to 1 space per 600 square feet. Text has been added to identify that all new Downtown Design Standards apply to all property zoned B-4 and O-1. Finally, staff is proposing map changes to several properties in the zoning district.

In response to a question regarding the use of planned unit developments (PUDs), Zimmer stated that staff is proposing the use of standards and not PUDs.

Svoboda asked if Assurity supports these standards. Landis stated that they support the standards. Svoboda then asked if Downtown Lincoln Association’s concerns have been addressed. Zimmer stated that staff has tried to address many of their concerns and has worked very closely with DLA.

Camp asked about the parking requirement. Zimmer stated that there has been a lot of discussion about parking. Staff believes this to be a conservative proposal that essentially keeps in place what is already there. Landis added that they want to use the right-of-way in a proactive way that uses dense parking in a positive way. Camp stated that he hopes developers want to provide on-site parking.

Emery asked if there is a concern that the standards will put an area at a disadvantage in terms of attracting developers. Zimmer stated that many developers have stated and experience has shown that design standards are an advantage as developers know what will happen next to them. Emery questioned the appeal process in overriding a body which has already made a decision. Zimmer stated that past experience has shown that similar appeal processes have been very effective.

Spatz stated that he will evaluate this item on whether the process is fair and that the public was heard. He asked if we are creating an identity with these standards. Landis stated that we are not creating an identity, but more of a feel.
Marvin asked if the 21st & K Street project is in the design area. Zimmer stated that it is outside the area.

The meeting was adjourned at 11:02 a.m.

Respectfully submitted,

Michele Abendroth
Planning Department
PLANNING COMMISSION FINAL ACTION
NOTIFICATION

TO : Mayor Chris Beutler
     Lincoln City Council

FROM : Jean Preister, Planning

DATE: July 18, 2008

RE : Comprehensive Plan Conformance No. 08014
     (Permanent Conservation Easement - N. 27th Street and I-80)
     Resolution No. PC-01129

The Lincoln City-Lancaster County Planning Commission took the following action at their regular meeting on Wednesday, July 16, 2008:

Motion made by Larson, seconded by Francis, to find the proposed conveyance of a permanent conservation easement by Dial Realty to the Lower Platte South Natural Resources District, to conserve and protect the scenic beauty, wildlife habitat and wetlands over approximately 9.69 acres of property generally located at N. 27th Street and I-80, to be in conformance with the 2030 Lincoln-Lancaster County Comprehensive Plan.

Motion for a finding of conformance with the Comprehensive Plan carried 8-0: Cornelius, Taylor, Gaylor Baird, Larson, Sunderman, Francis, Partington and Carroll voting ‘yes’ (Esseks absent).

This is final action on the finding of conformity unless appealed to the City Council within 14 days of the action by the Planning Commission.

Attachment

cc: Building & Safety
    Rick Peo, Chief Assistant City Attorney
    Glenn Johnson, Lower Platte South NRD, P.O. Box 83581, 68501
    Jeannine DeVetler, Dial-Salt Creek, LLC, 11506 Nicholas Street, #100, Omaha, 68154
RESOLUTION NO. PC-01129

Comprehensive Plan Conformity No. 08014

WHEREAS, Dial Realty has offered to convey to the Lower Platte South Natural Resources District ("NRD") a permanent conservation easement to conserve and protect the scenic beauty, wildlife habitat and wetlands over approximately 9.69 acres of property generally located at N. 27th Street and I-80 and legally described on Attachment "A" attached hereto; and

WHEREAS, the Lower Platte South NRD is authorized to accept and hold conservation easements under the terms of the Conservation and Preservation Easement Act (Neb. Rev. Stat. §§ 76-2,111 to 76,2,118); and

WHEREAS, Neb. Rev. Stat. § 76-2,112 requires that, in order to minimize conflicts with land use planning, the proposed conservation easement must be submitted to the Lincoln City - Lancaster County Planning Commission for comments regarding the conformity of the proposed conservation easement to the Lincoln City-Lancaster County Comprehensive Plan prior to acceptance of the easement by the Lower Platte South NRD; and

WHEREAS, the Director of Planning has submitted a request designated as Comprehensive Plan Conformity No. 08014 to find the proposed acquisition of permanent conservation easement by the Lower Platte South NRD to be in conformity with the Comprehensive Plan.

NOW, THEREFORE, BE IT RESOLVED by the Lincoln City-Lancaster County Planning Commission of Lincoln, Nebraska:

That Dial Realty's offer and the Lower Platte South NRD's acceptance of a permanent conservation easement to conserve and protect the scenic beauty, wildlife habitat and wetlands on the property described above be and the same is hereby found to be in conformance with the Lincoln City/Lancaster County Comprehensive Plan.
The foregoing Resolution was approved by the Lincoln City-Lancaster County Planning Commission on this 16 day of July, 2008.

ATTEST:

[Signature]
Chair

Approved as to Form & Legality:

[Signature]
Chief Assistant City Attorney
LEGAL DESCRIPTION
CONSERVATION EASEMENT

A LEGAL DESCRIPTION FOR A TRACT OF LAND COMPOSED OF A PORTION OF LOT 2, SALT CREEK CENTER 2ND ADDITION, AND A PORTION OF LOT 2, BLOCK 1, SALT CREEK CENTER 1ST ADDITION, ALL LOCATED IN THE NORTHWEST QUARTER OF SECTION 31, TOWNSHIP 11 NORTH, RANGE 7 EAST OF THE 6TH P.M., AND A PORTION OF LOT 2, BLOCK 1, SALT CREEK CENTER 1ST ADDITION LOCATED IN THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 11 NORTH, RANGE 7 EAST OF THE 6TH P.M., CITY OF LINCOLN, LANCASTER COUNTY, NEBRASKA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF LOT 2, SALT CREEK CENTER 2ND ADDITION; THENCE WESTERLY ALONG THE SOUTH LINE OF SAID LOT 2 ON AN ASSUMED BEARING OF NORTH 89 DEGREES 51 MINUTES 31 SECONDS WEST, A DISTANCE OF 131.82 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING WESTERLY ALONG SAID LINE, A DISTANCE OF 49.82 FEET TO A POINT; THENCE NORTH 00 DEGREES 08 MINUTES 29 SECONDS EAST, A DISTANCE OF 54.85 FEET TO A POINT; THENCE NORTH 05 DEGREES 11 MINUTES 55 SECONDS WEST, A DISTANCE OF 22.14 FEET TO A POINT; THENCE NORTH 66 DEGREES 08 MINUTES 28 SECONDS WEST, A DISTANCE OF 90.98 FEET TO A POINT; THENCE NORTH 63 DEGREES 38 MINUTES 56 SECONDS WEST, A DISTANCE OF 173.00 FEET TO A POINT; THENCE NORTH 37 DEGREES 56 MINUTES 33 SECONDS WEST, A DISTANCE OF 100.25 FEET TO A POINT; THENCE NORTH 26 DEGREES 05 MINUTES 34 SECONDS WEST, A DISTANCE OF 30.95 FEET TO A POINT; THENCE NORTH 04 DEGREES 17 MINUTES 04 SECONDS WEST, A DISTANCE OF 47.31 FEET TO A POINT; THENCE NORTH 28 DEGREES 33 MINUTES 28 SECONDS EAST, A DISTANCE OF 70.30 FEET TO A POINT; THENCE NORTH 47 DEGREES 44 MINUTES 54 SECONDS EAST, A DISTANCE OF 65.01 FEET TO A POINT; THENCE NORTH 58 DEGREES 08 MINUTES 11 SECONDS EAST, A DISTANCE OF 60.36 FEET TO A POINT; THENCE NORTH 38 DEGREES 39 MINUTES 19 SECONDS EAST, A DISTANCE OF 124.51 FEET TO A POINT; THENCE NORTH 08 DEGREES 39 MINUTES 33 SECONDS WEST, A DISTANCE OF 38.50 FEET TO A POINT; THENCE NORTH 57 DEGREES 24 MINUTES 03 SECONDS WEST, A DISTANCE OF 31.83 FEET TO A POINT; THENCE SOUTH 50 DEGREES 57 MINUTES 06 SECONDS WEST, A DISTANCE OF 147.06 FEET TO A POINT; THENCE NORTH 89 DEGREES 51 MINUTES 31 SECONDS WEST, A DISTANCE OF 23.23 FEET TO A POINT; THENCE NORTH 41 DEGREES 26 MINUTES 26 SECONDS EAST, A DISTANCE OF 93.41 FEET TO A POINT; THENCE NORTH 06 DEGREES 36 MINUTES 36 SECONDS EAST, A DISTANCE OF 276.66 FEET TO A POINT; THENCE NORTH 00 DEGREES 54 MINUTES 47 SECONDS EAST, A DISTANCE OF 106.18 FEET TO A POINT; THENCE NORTH 01 DEGREES 21 MINUTES 58 SECONDS WEST, A DISTANCE OF 185.88 FEET
TO A POINT; THENCE NORTH 07 DEGREES 38 MINUTES 39 SECONDS WEST, A DISTANCE OF 9.52 FEET TO A POINT; THENCE NORTH 71 DEGREES 19 MINUTES 50 SECONDS WEST, A DISTANCE OF 51.75 FEET TO A POINT; THENCE NORTH 00 DEGREES 23 MINUTES 40 SECONDS WEST, A DISTANCE OF 285.05 FEET TO A POINT; THENCE NORTH 09 DEGREES 59 MINUTES 13 SECONDS WEST, A DISTANCE OF 78.53 FEET TO A POINT; THENCE SOUTH 89 DEGREES 58 MINUTES 16 SECONDS WEST, A DISTANCE OF 258.40 FEET TO A POINT; THENCE NORTH 27 DEGREES 30 MINUTES 30 SECONDS EAST, A DISTANCE OF 59.03 FEET TO A POINT; THENCE NORTH 03 DEGREES 00 MINUTES 40 SECONDS WEST, A DISTANCE OF 41.43 FEET TO A POINT; THENCE NORTH 05 DEGREES 26 MINUTES 15 SECONDS WEST, A DISTANCE OF 46.02 FEET TO A POINT; THENCE NORTH 23 DEGREES 12 MINUTES 31 SECONDS WEST, A DISTANCE OF 22.04 FEET TO A POINT; THENCE NORTH 25 DEGREES 07 MINUTES 39 SECONDS WEST, A DISTANCE OF 51.69 FEET TO A POINT; THENCE NORTH 01 DEGREES 21 MINUTES 48 SECONDS EAST, A DISTANCE OF 18.83 FEET TO A POINT; THENCE NORTH 48 DEGREES 35 MINUTES 47 SECONDS WEST, A DISTANCE OF 63.29 FEET TO A POINT; THENCE NORTH 79 DEGREES 06 MINUTES 55 SECONDS WEST, A DISTANCE OF 37.34 FEET TO A POINT; THENCE NORTH 40 DEGREES 49 MINUTES 14 SECONDS WEST, A DISTANCE OF 306.35 FEET TO A POINT OF INTERSECTION WITH A NORTHWEST LINE OF LOT 2, BLOCK 1, SALT CREEK CENTER 1st ADDITION; THENCE NORTH 58 DEGREES 12 MINUTES 23 SECONDS EAST ALONG A NORTHWEST LINE OF SAID LOT 2, A DISTANCE OF 36.71 FEET TO A NORTH CORNER OF SAID LOT 2; THENCE SOUTH 63 DEGREES 55 MINUTES 26 SECONDS EAST ALONG A NORTHEAST LINE OF SAID LOT 2, A DISTANCE OF 155.21 FEET TO A POINT; THENCE SOUTH 47 DEGREES 45 MINUTES 26 SECONDS EAST ALONG A NORTHEAST LINE OF SAID LOT 2, A DISTANCE OF 159.31 FEET TO A POINT; THENCE SOUTH 87 DEGREES 46 MINUTES 44 SECONDS EAST, A DISTANCE OF 54.87 FEET TO A POINT; THENCE SOUTH 44 DEGREES 46 MINUTES 56 SECONDS EAST, A DISTANCE OF 178.62 FEET TO A POINT; THENCE SOUTH 53 DEGREES 16 MINUTES 46 SECONDS EAST, A DISTANCE OF 73.14 FEET TO A POINT; THENCE SOUTH 43 DEGREES 17 MINUTES 03 SECONDS EAST, A DISTANCE OF 102.43 FEET TO A POINT; THENCE SOUTH 35 DEGREES 41 MINUTES 27 SECONDS EAST, A DISTANCE OF 44.93 FEET TO A POINT; THENCE SOUTH 21 DEGREES 47 MINUTES 09 SECONDS EAST, A DISTANCE OF 91.28 FEET TO A POINT; THENCE SOUTH 25 DEGREES 18 MINUTES 07 SECONDS EAST, A DISTANCE OF 76.91 FEET TO A POINT OF INTERSECTION WITH A EAST LINE OF SAID LOT 2; THENCE SOUTH 09 DEGREES 53 MINUTES 08 SECONDS EAST ALONG A EAST LINE OF SAID LOT 2, A DISTANCE OF 143.13 FEET TO A POINT; THENCE SOUTH 89 DEGREES 50 MINUTES 22 SECONDS EAST ALONG A NORTH LINE OF SAID LOT 2, A DISTANCE OF 29.77 FEET TO A POINT; THENCE SOUTH 18 DEGREES 07 MINUTES 23 SECONDS EAST, A DISTANCE OF 45.83 FEET TO A POINT; THENCE SOUTH 07 DEGREES 38 MINUTES 39 SECONDS EAST, A DISTANCE OF 85.89 FEET TO A POINT; THENCE SOUTH 02
DEGREES 24 MINUTES 21 SECONDS WEST, A DISTANCE OF 106.01 FEET TO A POINT; THENCE SOUTH 01 DEGREES 45 MINUTES 55 SECONDS WEST, A DISTANCE OF 59.14 FEET TO A POINT; THENCE SOUTH 02 DEGREES 11 MINUTES 27 SECONDS WEST, A DISTANCE OF 125.30 FEET TO A POINT; THENCE SOUTH 03 DEGREES 31 MINUTES 16 SECONDS WEST, A DISTANCE OF 90.04 FEET TO A POINT; THENCE SOUTH 16 DEGREES 29 MINUTES 33 SECONDS WEST, A DISTANCE OF 54.39 FEET TO A POINT; THENCE SOUTH 01 DEGREES 25 MINUTES 39 SECONDS EAST, A DISTANCE OF 116.01 FEET TO A POINT; THENCE SOUTH 00 DEGREES 00 MINUTES 00 SECONDS EAST, A DISTANCE OF 58.07 FEET TO A POINT; THENCE SOUTH 02 DEGREES 00 MINUTES 46 SECONDS EAST, A DISTANCE OF 50.54 FEET TO A POINT; THENCE SOUTH 04 DEGREES 53 MINUTES 48 SECONDS EAST, A DISTANCE OF 41.88 FEET TO A POINT; THENCE SOUTH 09 DEGREES 55 MINUTES 10 SECONDS EAST, A DISTANCE OF 36.69 FEET TO A POINT; THENCE SOUTH 07 DEGREES 20 MINUTES 01 SECONDS EAST, A DISTANCE OF 84.18 FEET TO A POINT; THENCE SOUTH 07 DEGREES 01 MINUTES 30 SECONDS EAST, A DISTANCE OF 55.80 FEET TO A POINT; THENCE SOUTH 13 DEGREES 25 MINUTES 34 SECONDS EAST, A DISTANCE OF 91.67 FEET TO A POINT; THENCE SOUTH 16 DEGREES 09 MINUTES 21 SECONDS EAST, A DISTANCE OF 84.01 FEET TO A POINT; THENCE SOUTH 26 DEGREES 44 MINUTES 07 SECONDS EAST, A DISTANCE OF 95.53 FEET TO A POINT; THENCE SOUTH 00 DEGREES 08 MINUTES 29 SECONDS WEST, A DISTANCE OF 51.73 FEET TO THE POINT OF BEGINNING. SAID TRACT CONTAINS A CALCULATED AREA OF 422,300.05 SQUARE FEET OR 9.69 ACRES, MORE OR LESS.
Comp Plan Conformance #08014
N 27th St & I-80

Zoning:

Two Square Miles
Sec. 30 T11N R07E
Sec. 31 T11N R07E
PLANNING COMMISSION FINAL ACTION
NOTIFICATION

TO : Mayor Chris Beutler
Lincoln City Council

FROM : Jean Preister, Planning

DATE : July 18, 2008

RE : Special Permit No. 08031
(Off-sale alcohol - 21st & K Streets - U-Stop Convenience Store)
Resolution No. PC-01131

The Lincoln City-Lancaster County Planning Commission took the following action at their regular meeting on Wednesday, July 16, 2008:

Motion made by Larson, seconded by Francis, to approve Special Permit No. 08031, with conditions, requested by Whitehead Oil Company, for authority to sell alcoholic beverages for consumption off the premises generally located northeast of the intersection of S. 21st and K Streets.

Motion for conditional approval carried 8-0: Cornelius, Taylor, Francis, Sunderman, Partington, Larson, Gaylor Baird and Carroll voting ‘yes’ (Esseks absent).

(Note: Change of Zone No. 08032, which is a condition of approval of this special permit, is Bill #08-84, scheduled for public hearing before the City Council on July 21, 2008).

The Planning Commission’s action is final, unless appealed to the City Council by filing a Letter of Appeal with the City Clerk within 14 days of the date of the action by the Planning Commission.

The Letter of Acceptance will be mailed to the permittee by the City Clerk at the end of the 14-day appeal period.

Attachment

cc: Building & Safety
Rick Peo, City Attorney
Public Works
Mark Hunzeker, 1248 O Street, Suite 600, 68508
Whitehead Oil Co., 2537 Randolph, 68510
Terry Ueland, DLA, 206 S. 13th Street, Suite 101, 68508
Rick Noyes, Downtown Neighborhood Assn., 119 S. 9th Street, 68508
Barbara Arendt, Downtown Neighborhood Assn., 800 P Street, Suite 202, 68508
Teresa Meier, City Clerk

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RESOLUTION NO. PC-01132

SPECIAL PERMIT NO. 08031

WHEREAS, Whitehead Oil Company has submitted an application
designated as Special Permit No. 08031 for authority to sell alcoholic beverages for
consumption off the premises generally located northeast of the intersection of S. 21st
and K Streets, legally described as:

Lots "A" through "G", McMurtry's Subdivision of Block 1 of
McMurtry's Addition; a portion of Lot 3, all of Lot 4, the
remaining portion of Lot 5, all of Lot 6, the vacated north-
south alley adjacent to Lot 4 and that part of vacated
Cadwallader's Court lying between the east line of 21st
Street and the southwesterly line of Capitol Parkway, all in
Cadwallader's Subdivision of Outlot 1, McMurtry's Addition;
the remaining portion of Lot 1 and all of Lot 2, Jorgensen's
Subdivision; a portion of Lot 3, a portion of Lot 4 and a
portion of Lot 6, Block 5, Avondale Addition; and a portion of
Capitol Parkway right-of-way, being composed of a portion
of Lot 1 and a portion of Lot 2 of Cadwallader's Subdivision
of Outlot 1, McMurtry's Addition, all located in the East Half
of Section 25, Township 10 North, Range 6 East of the 6th
P.M., City of Lincoln, Lancaster County, State of Nebraska,
and more particularly described as follows:

Beginning at the southwest corner of Lot "G", McMurtry's
Subdivision of Block 1 of McMurtry's Addition; thence north
00 degrees 00 minutes 32 seconds east, along the west line
of said Lot "G", the west line of said vacated Cadwallader's
Court, the west line of said Lot 6 and the west line of said
remaining portion of Lot 5 of Cadwallader's Subdivision of
Outlot 1 McMurtry's Addition, the west line of said Lot 2, of
Jorgensen's Subdivision, and along the west line of the
remaining portion of said Lot 6, Block 5 of Avondale
Addition, said line being the east right-of-way line of 21st
Street, a distance of 269.89 feet to an intersection with the
southwesterly right-of-way line of Capitol Parkway, said point
being the point of curvature of a non tangent curve; thence
along a curve in a clockwise direction, having a delta angle
of 20 degrees 52 minutes 14 seconds, a radius of 914.93
feet, an arc length of 333.27 feet, a chord bearing of south
65 degrees 41 minutes 05 seconds east along said
southwesterly right-of-way line and its extension, a chord
distance of 331.43 feet to the northeast corner of Lot "A" of
said McMurtry's Subdivision of Block 1, McMurtry's Addition;
thence south 00 degrees 04 minutes 42 seconds east, along
the east line of said Lot "A", said line being the west right-of-
way line of vacated 22nd Street, a distance of 133.10 feet to
the southeast corner of said Lot "A"; thence south 89
degrees 56 minutes 24 seconds west, along the south line of
said Lots "A" through "G", said line being the north right-of-
way line of "K" Street, a distance of 302.26 feet to the point
of beginning; said tract contains a calculated area of
64,225.50 square feet or 1.47 acres, more or less;

WHEREAS, the real property adjacent to the area included within the site
plan for this permit to sell alcoholic beverages off the premises will not be adversely
affected; and

WHEREAS, said site plan together with the terms and conditions
hereinafter set forth are consistent with the intent and purpose of Title 27 of the Lincoln
Municipal Code to promote the public health, safety, and general welfare.

NOW, THEREFORE, BE IT RESOLVED by the Lincoln City-Lancaster
County Planning Commission of Lincoln, Nebraska:

That the application of Whitehead Oil Company, hereinafter referred to as
"Permittee", to sell alcoholic beverages for consumption off the premises on property
legally described above be and the same is hereby granted under the provisions of
Section 27.63.685 of the Lincoln Municipal Code upon condition that operation of said
licensed premises be in substantial compliance with said application, the site plan, and the following additional express terms, conditions, and requirements:

1. This permit approves the sale of alcohol for consumption off the premises as designated on the attached site plan.

2. The City Council must approved Change of Zone 08032.

3. Before commencing the sale of alcohol for consumption off the premises the construction plans must substantially comply with the approved plans.

4. Before commencing the sale of alcohol for consumption off the premises, all development and construction must substantially conform to the approved plans.

5. The physical location of all setbacks and yards, buildings, parking and circulation elements, and similar matters must be in substantial compliance with the location of said items as shown on the approved site plan.

6. The terms, conditions, and requirements of this resolution shall run with the land and be binding and obligatory upon the Permittee, its successors, and assigns. The building official shall report violations to the City Council which may revoke the special permit or take such other action as may be necessary to gain compliance.

7. The Permittee shall sign and return the City's letter of acceptance to the City Clerk within 60 days following approval of the special permit, provided, however, said 60-day period may be extended up to six months by administrative amendment. The City Clerk shall file a copy of the resolution approving the special permit and the letter of acceptance with the Register of Deeds, filing fees therefor to be paid in advance by the Permittee.
The foregoing Resolution was approved by the Lincoln City-Lancaster County Planning Commission on this 16 day of July, 2008.

ATTEST:

[Signature]
Chair

Approved as to Form & Legality:

[Signature]
Chief Assistant City Attorney
PLANNING COMMISSION FINAL ACTION
NOTIFICATION

TO : Mayor Chris Beutler
     Lincoln City Council

FROM : Jean Preister, Planning

DATE : July 18, 2008

RE : Special Permit No. 08029
     (Expansion of nonstandard single-family dwelling - 5750 Stockwell)
     Resolution No. PC-01130

The Lincoln City-Lancaster County Planning Commission took the following action at their
regular meeting on Wednesday, July 16, 2008:

     Motion made by Larson, seconded by Francis, to approve Special Permit No.
     08029, with conditions, requested by Mary Morris, for authority to expand a
     nonstandard single-family dwelling into the required front yard setback in order
     to allow a deck to be enclosed on property located at 5750 Stockwell Street.

     Motion for conditional approval carried 8-0: Cornelius, Taylor, Francis, Sunderman,
     Partington, Larson, Gaylor Baird and Carroll voting 'yes' (Esseks absent).

The Planning Commission's action is final, unless appealed to the City Council by filing a Letter
of Appeal with the City Clerk within 14 days of the date of the action by the Planning
Commission.

The Letter of Acceptance will be mailed to the permittee by the City Clerk at the end of the 14-
day appeal period.

Attachment

cc: Building & Safety
    Rick Pfe, City Attorney
    Public Works
    Richard Reier, 3800 VerMaas Place, Suite 200, 68502
    Mary Morris, 5750 Stockwell, 68506
    Tom and Gayle Kruse, 3717 S. 58th Street, 68506
    Coleen Nielsen, 3733 S. 58th Street, 68506
    Gerald Tussing, 3741 S. 58th Street, 68506
    Peggy and Larry Maresh, 3750 S. 57th Street, 68506
    Steve and Mary Osenbaugh, 3802 South 57th Street, 68506

\shared\wp\m2008\ccnotice.sp\SP.08029
RESOLUTION NO. PC-01130

SPECIAL PERMIT NO. 08029

WHEREAS, Mary Morris has submitted an application designated as Special Permit No. 08029 for authority to expand a nonstandard single-family dwelling into the required front yard setback in order to allow a deck to be enclosed on property located at 5750 Stockwell Street, and legally described as:

Lot 7, Block 7, Battleground Addition, Lincoln, Lancaster County, Nebraska;

WHEREAS, the Lincoln City-Lancaster County Planning Commission has held a public hearing on said application; and

WHEREAS, the community as a whole, the surrounding neighborhood, and the real property adjacent to the area included within the site plan for this expansion of a non-standard single-family dwelling will not be adversely affected by granting such a permit; and

WHEREAS, said site plan together with the terms and conditions hereinafter set forth are consistent with the comprehensive plan of the City of Lincoln and with the intent and purpose of Title 27 of the Lincoln Municipal Code to promote the public health, safety, and general welfare.
NOW, THEREFORE, BE IT RESOLVED by the Lincoln City-Lancaster County Planning Commission of Lincoln, Nebraska:

That the application of Monte Morris, hereinafter referred to as "Permittee", to expand a nonstandard single-family dwelling into the required front yard in order to enclose a deck on property described above, be and the same is hereby granted under the provisions of Section 27.63.540 of the Lincoln Municipal Code upon condition that construction of said addition be in substantial compliance with said application, the site plan, and the following additional express terms, conditions, and requirements:

1. This permit approves the expansion of a nonstandard single-family dwelling to allow an existing, uncovered deck to be enclosed and encroach into the front yard of the property known as 5750 Stockwell Street and legally described as Lot 7, Block 7, Battlcreek Addition, Lincoln, Lancaster County, Nebraska.

2. Before receiving building permits:

a. The construction plans must substantially comply with the approved plans.

b. The Permittee shall provide documentation from the Register of Deeds that the letter of acceptance as required by the approval of the special permit has been recorded.

3. Before occupying the area of expansion all development and construction must substantially comply with the approved plans.

4. The physical location of all setbacks and yards, buildings, parking and circulation elements, and similar matters must be in substantial compliance with the location of said items as shown on the approved site plan.
5. The terms, conditions, and requirements of this resolution shall run with the land and be binding upon the Permittee, his successors and assigns.

6. The Permittee shall sign and return the letter of acceptance to the City Clerk within 60 days following the approval of the special permit, provided, however, said 60-day period may be extended up to six months by administrative amendment. The clerk shall file a copy of the resolution approving the special permit and the letter of acceptance with the Register of Deeds, filing fees therefor to be paid in advance by the Permittee.

The foregoing Resolution was approved by the Lincoln City-Lancaster County Planning Commission on this 16 day of July, 2008.

ATTEST:

Chair

Approved as to Form & Legality:

Chief Assistant City Attorney
Special Permit #08029
S 58th & Stockwell St

Zoning:

One Square Mile
Sec. 04 T09N R07E

R-1 to R-3 Residential District
AG Agricultural District
AGRI Agricultural Residential District
O-1 Office District
O-2 Suburban Office District
O-3 Office Park District
R-1 Residential One-Family District
R-2 Local Business District
R-3 Planned Neighborhood Business District
R-4 Local Center Business District
R-5 Planned Regional Business District
H-1 Intraoffice Commercial District
H-2 Highway Commercial District
H-3 General Commercial District
I-1 Industrial District
I-2 Industrial Park District
I-3 Employment Center District
P Public Use District

2007 aerial

Van Dorn St
S 56th St
S 70th St
Pioneers Blvd
WATER MAIN REPLACEMENT PROJECT #700308
58th Street; Havelock Avenue - Kearney Avenue

On Monday, July 28, 2008, ME Collins Contracting of Wahoo, Nebraska will be starting construction of a replacement water main for the Engineering Services Division of the Public Works and Utilities Department.

The limits are in 58th Street from Havelock Avenue to Kearney Avenue, Ballard Avenue from 58th Street to the dead-end west of 57th Street, Morrill Avenue from 58th Street to the dead-end west of 57th Street, Logan Avenue from 57th Street to 58th Street, and Kearney Avenue from 56th Street - 58th Street. The construction completion date will be approximately late October 2008 barring any weather or unforeseen conditions.

ME Collins Contracting will not be allowed to close all intersections within the scope of this project at the same time. Access to local residents must be maintained at all time. However, there will be some disruption to vehicular and pedestrian access during construction. Temporary “no parking” signs will be installed ahead of time to permit the contractor working room. The work areas themselves will be barricaded and caution should be used when using the areas under construction.

The City of Lincoln realizes this project may temporarily inconvenience you for parking and possibly loss of services (utility/water, etc.). Please be patient and we will rectify the situation as quickly as possible.

If you have any problems or questions during the construction period, please contact ME Collins Contracting Superintendent Jerry Kabourek at (402) 443-8255 or the City of Lincoln Project Manager.

Ron Edson, Senior Engineering Specialist
Engineering Services, Public Works and Utilities
Project Manager
Cell: 525-9294
Email: redson@lincoln.ne.gov

ME Collins Contracting
Office Hours: 7:00 a.m. - 5:00 p.m.
Phone: 443-3663
To: Members of the Lincoln City Council, Mayor Chris Beutler
From: Beatty Brasch, Vice Chair - StarTran Advisory Board
Date: July 18, 2008
Subject: Recommendations, Mayor’s Proposed F.Y. 2008-09 Budget
cc: Greg MacLean - PW/U, Larry Worth - StarTran

Par 2.38 of the Lincoln Municipal Code (LMC) the StarTran Advisory Board has reviewed the StarTran service revisions contained in the Mayor’s F.Y. 2008-09 proposed budget, conducted a public hearing regarding the proposed service revisions, and is forwarding recommendations in that regard. The proposed service revisions addressed are:

- Eliminate weekday non-peak (10:00 a.m. - 2:00 p.m.) service on most routes. (Retain downtown shuttle, inter-campus shuttle, one north/south and one east/west route.)
- Eliminate Holiday Light Tours
- Expand Low Income Program eligibility to 200% poverty level.

The Public hearing was conducted at 5:00 p.m. on Thursday, July 17, 2008 in the City Council Chambers. Approximately 85 people attended the hearing, with 45 testifying and an additional 21 represented by spokespersons on the above proposed service revisions. No one was in support of and 62 were opposed to the midday weekday service reductions. No one testified in regard to elimination of the Holiday Light Tours, and 9 testified in favor of the expansion of the Low Income Program eligibility.

Those who testified in opposition to the proposed elimination of weekday non-peak service described how elimination of such transit services would significantly impact their lives. Many have part-time jobs or jobs which are not the usual 8:00 a.m. to 5:00 p.m. schedule, so would be unable to travel to or from their workplace. Others described how they would be unable to travel to/from University classes which are scheduled throughout the day, and indicated that there are many University students currently on summer break who depend on StarTran to attend classes during midday. Others indicated how they would be negatively affected by being unable to travel to medical appointments, do basic shopping, and just recreational and other trips. Nearly all described how they depended on StarTran for all of their transportation needs, as they have no car, are unable to drive, and cannot depend on or afford the cost of the local taxi company.

Representatives of several organizations whose clients are transit-dependent also testified, indicating how their clients would be unable to travel to reach their services (midday meals, medical services, counseling, etc). These representatives stated that their organizations depend on StarTran to afford transportation for their clients, and have no alternative means of serving their clients.
The nine who spoke in favor of expanding the eligibility for the Low-Income “Ride For Five” Program described the success of the program in meeting the transportation needs of the many low-income persons in our community, and felt that there are many others who could be helped by such an expansion of program eligibility.

Please note 35 emails and letters were received by StarTran with several addressing more than one issue. Thirteen were in support of the Ride For Five expansion and 24 opposed the midday service cuts.

Following the public hearing, the StarTran Advisory Board met to address the above three proposed service revisions, in consideration of the public testimony, and to develop recommendations. The following are those recommendations...

- Oppose the proposed midday service elimination, and suggested a property tax increase of 1¢ to restore midday service and afford funding for transit improvements/expansion.
- Approve expansion of the Low Income “Ride For Five” Program to 200% of poverty level.
- Acknowledged the Federal regulations precluding the operation of the Holiday Light Tours.
I hope that they leave the Bridge the way they found it on Saturday, or make it accessible to the public immediately.

Public Hearing Comment

2-11-08

- John McGovern, Suisun

Before Stedham

2008-08-12
Connie,
Provided below is a public comment regarding the 2008-09 Mayor's proposed budget. Please include with the other comments that the Advisory Board will be reviewing.

Mr. John Rodriguez, a Case Manager from Center Pointe, stopped in to the StarTran offices on July 17, 2008 to oppose the Mayor's proposed recommendation to eliminate mid-day bus service. Mr. Rodriguez opposed this proposal for following reasons:
- Center Pointe clients would not be able to access jobs, dr. appts during middle of day
- Clients would have difficult time accessing day programs, which are key to self-sufficiency.

According to Mr. Rodriguez Center Pointe is a dual diagnosis facility for adults that provides inpatient and outpatient care.

Brian Praeuner
Transit Planner
StarTran
710 J Street
Lincoln, NE 68508
402.441.7673
402.441.7055 fax
Dear Members of StarTran Advisory Board:

We urge you to support the Ride for Five program which includes the proposed income guidelines change from 100% to 200% of the federal poverty level.

We understand that the Ride for Five program has been successful. With this in mind, and knowing that seats in the bus need to be filled, we feel that this is an excellent opportunity for StarTran to expand their services to provide affordable transportation. We strongly support the Ride for Five proposal.

Sincerely,

Ron and Sue Samson
People First of Lincoln

For Adults 18 years and older Who Experience Developmental Disabilities

DATE: July 16, 2008
TO: Brian Prauner
FROM: People First of Lincoln

RE: Public Meeting-StarTran Advisory Board

The People First of Lincoln is a self-advocacy organization for individuals over the age of 18 who experience intellectual and developmental disabilities for which The Arc of Lincoln Lancaster County is a sponsor. The majority of individuals that belong to People First of Lincoln live independently in the community. The majority of our members use the public transportation system as their main source of transportation to and from work, medical appointments and social activities.

As a group, we, The People First of Lincoln would like to voice our concerns regarding the proposal to cut 4 hours of bus services during the midday hours on most of the routes. The previous bus route cuts have already had a direct impact on the independence and livelihood of several individuals that are members of our advocacy organization. These additional cuts will be detrimental to our members and the community at large.

Our concerns are:

- We typically work 4-6 hours shifts, so we use public transportation during the midday hours. In fact we rely on the StarTran bus system and Handivan service for all our transportation needs. If these hours are cut it will have a direct impact on our livelihood. As voting tax payers in the Lincoln community, we have the right to accessible, reliable transportation services.

- We have concerns regarding the removal of StarTran bus services on Vine Street from 33rd Street to 48th Street. This route change has already had a direct impact on the independence and livelihood of several individuals that live in an accessible housing unit built by the League of Human Dignity at 800 North 44th Street. The housing unit was built for individuals with mobility issues with a bus stop located directly in front of the building to assist individuals with their daily transportation needs. The nearest StarTran pickup site is 48th and Vine Street which possess many accessibility challenges as well as safety issues. We are unsure if the proposed change to add back service to Vine Street Monday through Friday includes this stop, we would support this change if it does. We also request that the Vine Street route be available on Saturday's, as we work during the week and have our meetings and social activities on the weekends as others do in the community.

- The transition to the new routes has been very confusing for our members, as well as the community at large, as new bus stop signs have not been put up and several of the old bus stop signs have not been taken down. Several of our members have attempted to ride the bus but found themselves on the wrong side of the street since the bus stops are not properly marked, resulting in missed buses and late for work and appointments. This happened several times to two of the individuals that use motorized wheel chairs, which has been frustrating for them because they obviously are not able to “run to the other side of the road” to catch the bus.

- Our final concern is the time of day that Advisory meetings are scheduled. Since we rely on the bus system for our transportation to the City-County Building, we are not able to attend meetings at 5:00 p.m. or later, because we would not be able to return home as the buses do not run in the evening. We were also told we could send emails or write letters, which are difficult for us to do as the majority of us do not read and write well enough to write a letter unassisted or have a
computer for email. As a result, we rely on support staff and advisors to assist us and 5:00 p.m. is the time that most of us have support staff come in to assist us with our daily needs.

If you have questions, or would like to address our comments, you may do so by contacting us through The People First Local Advisor, Teresa Bergman, at The Arc of Lincoln/Lancaster County, 5609 South 49th Street, Suite 5, Lincoln, NE 68516.

Thank you for your time,

The People First of Lincoln Officers

Pam Bentzel, President
Rita Williams, Secretary

Mike Hiles, Vice President
Carrie O'Brien, Treasurer

cc: Mayor Chris Beutler
Larry Worth, Transit Manager
Lin Quenzler, City Ombudsman
Joe Govier, State Advisor, People First of Nebraska
Teresa Bergman, Lincoln Advisor, People First of Lincoln
341 S. 52nd Street
Lincoln, NE 68510

July 17, 2008

StarTran Advisory Council
Attn: Larry Worth
710 J Street
Lincoln, NE 68508

RE: Midday Bus Service

Dear Advisory Council Members:

Last November the Council voted down the "living wage" for non-profits. Some members stated (or agreed) that individuals need incentives (such as a poverty wage) to work harder and develop skills so they can advance to higher paying jobs.

The reality is that minimum wage jobs do not support a vehicle plus room and board. In addition, to enable wage advancement, each person requires transportation to school and/or a job that provides work experience.

Not everyone works an 8-5 shift. Many local businesses run two or three shifts; therefore, a ride to or from work and/or school would be needed in the early afternoon or "mid-day."

The elimination of mid-day bus service deprives citizens of the "boots" so they can pull themselves up "by the bootstraps."

A City of Lincoln bus driver has pointed out that the number of riders on a bus depends upon its location in relation to its route. At the outer edge of the bus route, the bus empties; as it approaches downtown it fills up. Any person complaining about an empty bus must give the bus' location and time of day so a determination can be made if an empty bus is normal.

The City Council has been mandating City departments to be more efficient and function with less money for the last 3 years. It is now time for Lincoln's citizens to demonstrate their efficiency capabilities by paying a small increase in taxes so the bus system can continue to provide services that are desperately required.

Regards,

Russell F. Miller
Lincoln Neighborhood Alliance Chairman
July 16, 2008

StarTran Advisory Board
c/o StarTran
710 J Street
Lincoln, NE 68508

To Whom It May Concern:

On behalf of Lincoln Action Program, I would like to thank you for the services that you provide to the Lincoln community. As the Community Action Agency that serves the city of Lincoln and Lancaster and Saunders Counties, Lincoln Action Program is in full support of Mayor Beutler’s proposal to increase the income guidelines for the Ride for Five Program.

In early 2008, Lincoln Action Program joined forces with other Community Action Agencies across America in a nationwide campaign to reduce poverty. This campaign, called “Rooting Out Poverty,” is a call for action to promote economic security for all American’s, especially those who are poor. The five action themes for the Rooting Out Poverty campaign include:

- **Maximize participation** – maximum feasible participation of those who are seeking economic self-sufficiency
- **Build an economy that works for everyone** – an economy that provides a wide range of jobs and addresses financial and economic conditions of all residents
- **Invest in the future** – provide the training now to develop the knowledge and skills that today’s children and workers will need for the jobs and industries of tomorrow
- **Maximize equality of opportunity** – facilitate access to key opportunities for personal and professional growth and advancement
- **Ensure healthy people and places** – ensure access to adequate health care and homes that are weatherized to prevent high heating and cooling costs

The proposed changing of the income guidelines for the Ride for Five program from 100% to 200% of the federal poverty level clearly aids in the Maximize Equality of Opportunity action step. Transportation connects people to the community, allowing them to explore potential job opportunities, support networks, schools, and giving them the best chance to become self-sufficient.

In 2007 Lincoln Action Program provided 2,631 bus passes to individuals and families in the Lincoln community. With gas prices at $4 per gallon, expanding the number of people eligible for the Ride for Five program is needed now more than ever. By
providing an opportunity for more people to access the Ride for Five program, you are helping to free up dollars for other needs such as food, housing, and utilities. With more disposable income, individuals and families are able to more fully participate as consumers, producers, workers, and citizens - all of which are important in their personal family security and the larger economic well-being of our community.

Sincerely,

Aaron Bowen
Interim Executive Director

From: StarTranInfo@ci.lincoln.ne.us [mailto:StarTranInfo@ci.lincoln.ne.us]
Sent: Wednesday, July 16, 2008 3:15 PM
To: Aaron Bowen
Subject: Re: Lincoln Action Program support of Ride for Five guideline changes

I would print this off and give it to the StarTran Advisory Board for review at the public hearing tomorrow but I could not open the attachment. Can you copy it into this email and send it again or fax it to 441-7055. Thank you for the comments.
-----Aaron Bowen <abowen@lincoln-action.org> wrote: -----

To: <StarTranInfo@lincoln.ne.gov>
From: Aaron Bowen <abowen@lincoln-action.org>
Date: 07/16/2008 02:57PM
cc: <shale@centerforpeopleinneed.org>, Rebecca Christensen <rchristensen@lincoln-action.org>, Diane Vesely-Robb <drobb@lincoln-action.org>
Subject: Lincoln Action Program support of Ride for Five guideline changes

StarTran Advisory Board,

Attached is Lincoln Action Program’s letter in support of Mayor Beutler’s proposal to increase the income guidelines for the Ride for Five Program.

Thank you for your consideration of this proposal.

Sincerely,

Aaron M. Bowen
Interim Executive Director
Lincoln Action Program
210 "O" St.
Lincoln, NE 68508
(402) 471-4515 ext. 108
Lincoln Action Program’s belief in human dignity inspires us to work with families and partners to fight poverty and build a stronger community.
This message has been scanned for malware by SurfControl plc. www.surfcontrol.com

Click here to report this email as spam.
To: StarTran Advisory Board

In order to reduce my carbon footprint, I have been riding the StarTran bus from my home near Bryant/LGH West to the UNL campus, whenever it is not possible for me to ride my bicycle. This comment, however, is related more to the bus ridership by those, who unlike me, find the cost of ridership a financial hardship. I strongly support the Mayor’s change to the Ride for Five proposal that would make it available to a larger group of low-income people (by raising the bar to 200% of the Federal poverty level.)

Not only would this help increase the StarTran ridership at a time when the low ridership has been used as an excuse for deleting or limiting this essential service, but it will have many other benefits as well. I recently saw a study by a Princeton professor indicating that there are over 40 million people in the US living just above the poverty level (earning $40-60K/yr for a family of four) who live desperate lives; typically both husband and wife must work to make ends meet, in jobs from which they can't afford to take sick leave lest they lose their jobs. Extending the Ride for Five benefit to this group would help them financially by significantly cutting on their transportation costs. Further, the fewer people commute to work by cars, the better we will be in terms of our environment.

I am very happy to note that the change has the strong support from the Center for People in Need, an organization that truly understands the poverty issues in Lincoln and is dedicated to serving the poor in our community.

- Sharad Seth

1971 Sewell Street
Lincoln, NE 68502

Phone: 475-7978
From: <BJanssen@ameritas.com>
To: <StarTranInfo@lincoln.ne.gov>

Date: Wednesday, July 16, 2008 01:10PM
Subject: Expansion of the Ride for Five program

To whom it may concern, I am the conservator for a man who has mental retardation. He lives in Lincoln and depends on the bus to get him to work and back every day. His expenses have increased like everyone else but his pay increases have not been able to keep up. His level of income has kept him from qualifying for the Ride for Five program. Even though his employer has a cost share program his monthly costs are still $17.50 for his bus pass. We are very thankful for the job you have done and continue to do and would be in favor of taking the qualifying level to 200% of the federal poverty level. It would help his money go a bit farther. Thanks again. Bill Janssen -- V.P. and Sales Manager for Ameritas Investment Corp.

William (Bill) J. Janssen
800-228-8712 -0-86127
402-465-6127

Trades cannot be communicated to your registered representative by email, fax or regular mail since the transaction cannot be executed on a timely basis. You should contact your registered representative by telephone to request trades be made in your account. Ameritas Investment Corp. (AIC), member NASD and SIPC; 5900 O St., Lincoln, NE 68510, 800-228-8712. Do NOT use e-mail to send us confidential information, to execute a securities transaction, or send time-sensitive instructions. Your e-mail message is not private in that regulations require it to be subject to review by AIC. If you are not the intended recipient and have received this e-mail in error, please contact the sender immediately and delete this material from your computer.

****
This message may contain confidential information intended only for the use of the addressee(s) named above and may contain information that is legally privileged.
If you are not the addressee, or the person responsible for delivering it to the addressee, you are hereby notified that reading, disseminating, distributing or copying this message is strictly prohibited. If you have received this message by mistake, please immediately notify us by replying to the message and delete the original message immediately thereafter. Thank you.
****
From: Carol Petersen <cpetersen@lancaster.ne.gov>
To: StarTranInfo@lincoln.ne.gov
Date: Wednesday, July 16, 2008 11:36AM
Subject: Ride for five

As a staff member of the Community Mental Health Center I see too many people unable to afford transportation to get food, medical care, and engage in important social contact most of us take for granted. Please expand the Ride for Five criteria as this population has no choice. They do not have gas money even if they have a car. They can no longer afford to pay anyone for a ride because the ride costs too much.

I would also urge that the last change in routes be re-visited. It has cut the number of individuals able to get to the bus stops, and they have no means of complaining. Many of them cannot even get to the meeting tomorrow to voice their concerns.

Thank you for your consideration, on behalf of dozens who have no voice and no transportation.

Carol Petersen LIMH, LCSW, LPN
Licensed Mental Health Clinician
I would like to attend the public hearing tomorrow, but since I ride the bus downtown, I would have no way of getting home after the hearing because the last bus leaves at 5:45 and I would need time to walk to Gold’s or NSOB to catch my bus, not leaving enough time to be at the hearing.

If mid-day hours are cut, anyone who rides the bus to and from work or school will be stranded during those hours. Some people make medical or other appointments for early morning or late afternoon based on the bus schedule so they don’t have to miss more work than necessary. Some schedule appointments mid-day for the same reason. Part time workers and students need bus service mid-day so they are not stranded. Not everyone has access to a car or can afford a taxi. If the fee for the “free” bus service is included in the tuition cost, it would be a disservice to UNL students to cut the mid-day hours. Senior citizens, students, and people with disabilities who depend on bus service often need the mid-day service rather than the early morning or late afternoon. I think our city is too big to not provide all day bus service, at least hourly.

Keep in mind for #44 that 70th-84th on Vine is 25 mph.

While I think the current #54 loop around St Elizabeth, visiting the same streets twice, is a bit ludicrous, I’m not sure that cutting the 66th to I part is really going to help much. What about routing the bus around the front of the hospital? It isn’t easy to find your way between the emergency entrance and other parts of the hospital. I’ve tried it. Most people enter and exit at the front. The hospital has attendants and wheel chairs to get people to and from the emergency area if necessary. The placement of the bus stop at the emergency entrance can cause the bus to block the emergency driveway. By routing at the front, there would need to be no doubling back on I or 70th,

I ride the 4:45 outbound #54 bus almost every day and can count on one hand the number of times it has made the loop through the Vet’s Hospital campus. That does save about 5 minutes, but how does the driver know there is no one waiting there to catch the bus? Calling the bus “Vet’s Hospital” should mean that it actually goes there. There is nothing on the schedule that suggests it’s optional. Rather than cutting out part of the route, I suggest changing the times to accommodate the route. That way we can usually count on the bus arriving at the time points on schedule.

I’m trying to make the best of the changes, but I’ve had to drop my membership at the YMCA because #34 doesn’t have an inbound 6:15 bus in the AM nor an outbound 6:15 bus in the PM as #5 did before, which doesn’t allow time for a workout before or after work. This probably doesn’t sound like a problem for most people, but it is a significant life change for me.
I would like to challenge those who are making these decisions, and have never really depended on bus service, to pretend the bus is their only transportation option for one week, or better one month. Make all appointments, etc., based on the bus schedules and routes. Maybe it would help you make better decisions concerning public transportation.

Thank you for the opportunity to share my thoughts.

Tracey Lee Hillman

1221 Coachman's Dr
To Whom it May Concern,

I would like to voice my praise for the Ride for Five Program, and my wholehearted support for the expansion of the program to 200% of the federal poverty level. With the rising costs of basic needs and fuel, many of the low-income individuals with whom I work are having a very difficult time making ends meet. A greater number of people are struggling, and this proposed expansion would offer relief at a time when it's needed most.

Thank you for your time and your efforts!

Sincerely,

Monica Janssen
Mental Health Specialist
Community Mental Health Center of Lancaster County
Dear Mayor of Lincoln, City Council Members and StarTran Management:

While I try to make it a practice not to get involved in matters having to do with a city’s budget and its plans for the future, in the subject matter that I am writing about within this letter I think I should. For while I was riding the Bethany StarTran bus this morning, I saw a notice that there is a hearing scheduled for Thursday, July 17th at the City Council’s chambers at 555 South 10th Street in order to discuss some additional changes, (reductions), to the bus service that will be provided to those of us who live in Lincoln. And while this in and of itself did not bother me that much, what did bother me was one of the agenda items that I saw that was going to be discussed at this particular meeting. For with all of the inconveniences that those of us have had to suffer through lately associated with the various changes that the City of Lincoln has been making to its StarTran bus service, to even think that the City of Lincoln would reduce a lot of the current bus service being provided to the good citizens that live here by 4 hours during the midday of each weekday really upsets me a great deal. And thus, with the rising price of gasoline and the current economical problems that many of those who drive cars here in Lincoln are having, obviously it makes no sense to me at all why the City of Lincoln would be wanting to cut back its bus service right at the very time where the riders who take buses should be growing a lot in the near future. In fact, I met an elderly couple today who stated that this was the first time that they had ever rode on a StarTran bus. Or perhaps what we have here is a City Council and Mayor who have forgotten the promises that our most compassionate and just living God has promised us within Proverbs 28:27. For here it states in the New International Version of the Holy Bible “He who gives to the poor will lack nothing, but he closes his eyes to them receives many curses.” Or perhaps an even more relevant verse that I should give to you is the one from Proverbs 14:31 which states “He who oppresses the poor shows contempt for their Maker, but whoever is kind to the needy honors God.”. Now what you probably do not know about me, (except for perhaps Governor Heineman), is that I am about to give my understanding of some very important energy matters to certain key people who live here Nebraska concerning how an ill or injured person can be allowed to live a more normal life after having the injured or dysfunctional areas of this person’s body stimulated in a much different way than anyone has ever used within the medical field before. And in addition, there are a number of other areas that my knowledge of virtual energy matters will be able to bring about a great amount of prosperity to whoever I work with in the future. But I am certainly not going to work with people from Nebraska who treat their more impoverished citizens in such a way that Mayor Beutler and the City Council are now treating them.

So do you catch my drift here? If I see any more cuts in bus service for those in Lincoln who need to depend on buses for their main form of transportation, (even as I do), then it is “goodnight Irene” to my helping those in Nebraska who would like to work with the wisdom that God has given me in order for me to share with those who I like this wisdom too. This is what I am referring to when I titled this letter “penny-wise and dollar foolish”.

Sincerely,

Ken Davis
Date: July 3, 2008

To: Mayor Chris Beutler  
Members of City Council

From: Kit Boesch  
Human Services Administrator

RE: Expansion of “Ride For Five” Bus Program

Good Morning!

I would like to strongly urge your support for the expansion of “Ride for Five”. Setting the eligibility standard at 200% of the federal poverty level should most definitely increase ridership. But it does way more than that.

Requests for food, rent, and utility assistance have significantly increased in the past 6 months. One of the things we attribute this to is higher gas prices. Family dollars only go so far. If we can help the stretch those dollars by providing alternative, more cost effective transportation, we would be assisting many families in Lincoln.

As we know, providing equitable cost savings to handivan riders has cost the city dollars. It's my best guess most of the people eligible to ride the handivan are already riding it. Therefore, if you increase regular bus ridership, City revenue should only increase.

Going to 200% of poverty eligibility is a win-win. The Mayor's office and City Council win because you are responding positively to the high cost of gasoline. StarTran should see an increase in revenue as well as ridership. And finally – but very important – low and moderate income families will have alternatives for transportation they can afford.

Thank you for your consideration of Mayor Beutler's proposal.

cc: Bob Workman, County Board Chair

bc: Susan Hale, CPIN
Wayne Svoboda, Volunteer Partners
Jon Camp
Lincoln City Council
City Council Office: 441-7515
Haymarket Square Office: 474-1838

-----Original Message-----
From: Wes and Jean Ann <holly71@alltel.net>
To: chris beutler <mayor@lincoln.ne.gov>
Cc: jon camp <jcamp@lincoln.ne.gov>
Sent: Mon, 7 Jul 2008 1:19 pm
Subject: CITY BUSES

I have discussed this problem with the previous Mayor, Jon Camp, and Ken Svoboda. All but Seng thought it was a problem. Mayor Seng even went so far as to tell me the buses were almost given to us by the Fed, gov. How can you fight something like that.
Anyway I walk each and every day and see these large city buses driving around mostly empty. Why in the world do Gov officials not understand something should be done about this? Mayor Seng also asked me what should she do with the drivers if they did something about the problem.
Can't we use smaller buses? Can't we retire the drivers that are eligible or transfer them to something worth while?
This is not a difficult problem. Please do something if you ever want my support.
Wes Hager
4811 So 72
Lincoln Ne
68516
4890894

The Famous, the infamous, the lame - in your browser. Get the TMZ Toolbar Now!
LETTERS TO THE EDITOR

Stop NASCAR to save gas

We keep hearing that we must conserve gas to help lower oil prices. They say that we need to drive 55 mph to save fuel.

Then why doesn't the government stop NASCAR racing? Consider all the fuel traveling from one race to another, in the motor homes, the fuel used in qualifying and the fuel used to run the race itself. Also, the fuel used by those fans who go to watch the races.

There are thousands of gallons of fuel wasted for each race. That would reduce American fuel use more than what the normal drivers can save.

Is NASCAR that important to us that we can't do without it?

Len Haggen, Lincoln

Reducing routes bad idea

It has come to my attention that the mayor's proposed budget service revisions are being heard on Thursday by the Lincolnton Advisory Board.

It is ironic that the city is once again being asked to make changes to our bus system. I hope this time the City Council and the mayor will listen to public input. The last time these meetings were held, I felt that we were not seriously taken, and indeed, they approved a system that is not working. However, that said, I oppose any reduction of midday fixed routes.

This would impact people trying to get to doctor's appointments, work, school, etc. Before changing the system, I would like the City Council members on the ride for a month to see how the buses handle what those of us who are riding the bus are dealing with on a day-to-day basis.

There are alternatives:

- Raise the rates. A 25-cent raise in the bus fare would be noticeable to a lot of people instead of cutbacks (you can still keep the ride for five passengers per ride).
- Start using or buying smaller vans to use in the residential areas. You can transport these people to main hubs.
- Put the bus system on a grid and start using right-turn-only policy like some of the package delivery trucks do. They have found that to be very economical.

The City Council also would be wise to consider that gas isn't going to go down in price. More people will be forced into using the bus system even if they have never depended upon the system in previous years.

The City Council must start to look to the future. We must start to treat Lincoln as a city. We must have a mass transportation system to move the masses to and from work, school, doctor's appointments and events in the city.

If you want Lincoln to grow into the city it can be, you need to have a viable transportation system.

Julie Banks, Lincoln

More need bus discounts

This letter is in regard to the proposed change in qualifications for Ride for Five bus passes. The change would allow those with an income level of 200 percent of the federal poverty level to qualify for the $5 monthly bus pass. The current qualification is 100 percent of the federal poverty level. This would allow more people to take advantage of the ride for five bus pass. This is a much-needed change.

I work for an agency that assists low-income families, and I see the need that is out there for affordable, reliable transportation. Those of us who just hop in our cars and go where we need to go rarely give a thought to the many families and individuals in Lincoln who do not own a car.

Some drive old and unreliable cars, $4 a gallon causes most of us to complain when we fill up the tank, but it is an extra expense that we stuck up and pay because we want to drive our SUV or Hummer to the grocery store.

For some, it means no longer being able to drive. Period. Riding the bus may be the only way to get to work or to school or to a job interview. The regular bus rate of $1.25 per ride, which may be pocket change to you, is cost prohibitive to many of the city's poor.

Expanding the eligibility to allow more low-income individuals to qualify for the Ride for Five is needed more than ever. Encouraging bus ridership by making it more affordable is good for Lincoln's low-income population and good for the environment. It is win-win.

And in response to Councilman Jon Campfield's complaint as reported in the Lincoln Journal Star on July 9, please, if you see me hanging around the bus stop smoking a cigarette and drinking a Mountain Dew, don't assume I am unemployed, poor and don't own a car. Maybe I am just having a soda and a smoke while waiting for the bus to take me to work.

Tessa Foreman, Lincoln

We can even better living with $8 gas

Cheaper gas is unfair. Governments have used idiotic systems to offset the costs (revisions trading, subsidies, etc.) to make individuals pay for the environment by adding a tax to the price of gas. This kind of tax — the one the government really — a Pigovian Tax — only puts money in the pockets of the greedy government executives at the expense of our health, even though they have the funds.

The United States were to jack up the price of gas to $8, it would be better. We not only would have reduced greenhouse gases, but the people would probably be healthier. Studies show that a significant increase in personal happiness is social interaction; high gas prices have led to real estate prices falling in suburbs and exurbs than in cities, so we soon might have more content downtown-dwellers.

Sure, $8 gas is unfair to poor people, but so is all of capitalism.

We spent 25 years and government money to build the freeways that led to the driving-centric, mall-rat lifestyle I grew up with, so it surely will take decades more to restructure our society and have something better. And as burned as I am to pay a lot for gas, it's a fair price for improving society. I also think government should take some of the heavy taxation on gasoline usage.

Stein is a columnist for the Times. Email him at jonstein@lincolnjournalstar.com.

VIDEO EDITORIALS:
Readers also may come to the Journal Star's YouTube page, readstar.com, to watch video editorials. Call 473-7338 to make an appointment.

RESPOND ONLINE: Readers can submit an opinion at lincolnjournalstar.com and letters to the editor. Comments posted online are not substitutes for submitting letters to the editor.
July 13, 2008

Star Tran Advisory Board
Star Tran Office
710 J St.
Lincoln, NE  68508

To Whom It May Concern:

I am deeply concerned about the mayor’s proposal to cut mid-day service. That would inconvenience many people who depend almost exclusively on the bus to get around. Most folks schedule their doctor’s appointments and shopping trips during mid-day. People are still getting used to the new routes. To make any changes at this point would be unwise.

Due to the fact that gas prices are high and don’t show any indication of going down, there will be more bus riders in the future. Furthermore, there are more elderly and visually impaired people who can’t or should not be driving. In other words, now is the time to increase, not decrease, bus service.

I am president of a non-profit group called the Citizens Transportation Coalition. We work with Star Tran to promote interest in and support of the bus system. Both Larry Worth and Brian Praeuner are members. A member of the Advisory Board is welcome to visit and observe one of our meetings anytime. We usually meet at Bennet Martin at 7:00 PM the fourth Wednesday of the month. If anyone is interested, I can be reached at 423-1476. My e-mail address is kitcatmalone@alltel.net.

Unfortunately, I will be out of town. Otherwise, I would be attending the meeting that takes place on July 17th. The concerns I would voice are the same as those listed above.

Thank you for your attention to this matter.

Sincerely yours,

Marian L. Malone
5503 S. 31st, #10
Lincoln, NE  68516
InterLinc: City Council Feedback for General Council

Name: Julie Banks
Address: 3157 N. Hill Rd #102
City: Lincoln, NE 68504

Phone: 402-261-4338
Fax:
Email: Pezcura@aol.com

Comment or Question:
It has come to my attention that the Mayor's proposed Budget service revisions are being heard on Thursday, July 17th. I am unable to attend this meeting due to the hour in which it is being conducted and would be unable to obtain a bus ride home.

It is ironic that the city council is once again being asked to make changes to our bus system. I hope this time the city council and the mayor will listen to public input. The last time these meetings were held, I felt that we were not seriously taken, and indeed you approved a system that does have MAJOR FLAWS. However, that said I oppose any reduction of midday fixed routes this would impact people trying to get to doctors appointments, work, school etc. Before changing the system I would like the City Council to ride the bus for a month. They would then understand what those of use who are riding the bus are dealing with on a day to day basis.

There are alternatives, that for some reason, the City of Lincoln seems unwilling to consider.

Raise the Rates. A .25 cent raise in the bus rate would be amicable to a lot of people instead of cutbacks (you can still keep the ride for five program for the poor)

Start using or buying smaller vans to use in the residential areas you can transport these people to main hubs

Put the bus system on a grid, and start using right turn only policy like some of the package delivery trucks do. They have found that to be very economical.

The city council would be wise to consider also that GAS isn't going to go down in price. More people will be forced into using the bus system even if they have never depended upon the system in previous years.

Once again I must state: You the City Council must start to look to the future. Foresight is an absolute must for any elected public figure. We must start to treat Lincoln as a City. We must have a Mass Transportation system to move the masses to and from work, school, doctors appointments and events held in the city.

If you want Lincoln to grow into the city it can be, you need to have a viable transportation system.
Julie Banks
Bus Rider!
3157 N. Hill Rd # 102
Lincoln NE 68504
402-261-4330
Pezcara@acl.com
STARTRAN ADVISORY BOARD TO HOLD PUBLIC HEARING

RIDE FOR FIVE EXPANSION AMONG ISSUES FOR DISCUSSION

Thurs. July 17, 5:00 p.m.

ALERT

On Thursday July 17, 5:00 p.m., the StarTran Advisory Board will hold a public hearing in the City Council Chambers in the City-County Bldg, at 555 S. 10th St. The Board will make recommendations to the City Council regarding StarTran bus services and funding.

Among matters to address at the hearing is the Ride for Five program under which riders can purchase a 30-day pass for $5.00 (more information below). Mayor Beutler has proposed changing the income guidelines for the program from 100% to 200% of the federal poverty level (see chart below).

* We ask and urge individuals and agencies to testify at this public hearing or write letters to the Board in support of changing

Ride for Five income guidelines, and to notify others of the hearing.

* It would be helpful if you let us know what action you take: shale@centerforpeopleinneed.org. <mailto:shale@centerforpeopleinneed.org> 
* StarTran advises that if citizens are not commenting at the public hearing, written comments should be sent by Wed. July 16, 2008 (address below)

<table>
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<tr>
<th>Family Size</th>
<th>Current Income Level</th>
<th>Proposed Income Level</th>
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<td>$10,400 or below</td>
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</table>

**StarTran Advisory Board**

c/o StarTran
710 J St.
Lincoln, NE 68508

441-7185 (Ph)
441-7055 (Fax)
StarTranInfo@lincoln.ne.gov

Other StarTran matters for discussion are:

* The **StarTran portion of the Mayor's Fiscal Year 2008-09 Budget**

* Proposal to reduce 4 hours of midday fixed route service on most routes

* Two Route Revisions proposed in order to address on-time performance issues

- #44, 'O' St/SCC - Remove service north of Vine St between 84th & W Avon St and instead utilize Vine St (This adds 10 minutes to each trip, weekdays only)

- #54, Veteran's Hospital route - Remove service from 66th & Taylor Park Dr. Propose to travel east on 'O' St to 70th St to L' St. (This adds 10 minutes to each trip - weekday only)

**'RIDE FOR FIVE' INFORMATION**

The 'Ride for Five' program has been a great success and expansion will increase overall bus ridership. Prior to implementation of 'Ride for Five' in Oct. 2004, the number of bus rides had been decreasing. Since the program began, overall ridership has increased by 21 percent (from 1,648,744 to 1,980,000), and 'Ride for Five' rides will increase 132 percent, from 286,204 to 663,129 (estimated through August 2008). Thirty-three percent (33%) of total rides during the past year were among 'Ride for Five' participants, the majority of whom need the bus to get to work and/or medical appointments.
Expanding the number of people eligible for the 'Ride for Five' program would

* Provide more Lincoln families with an affordable transportation option.

* Help address the impact of high fuel costs on families. The average household spends 18 cents or nearly 20% of every dollar on transportation. Families that

  use public transportation can reduce their household expenses by as much as $6,200 annually.

* Free up families' dollars for other basic necessities such as food, housing and utilities and provide more disposable income to spend in local businesses.

* Help ensure families can access essential services, help them get to work and enable them to participate more in community events and recreational opportunities.

* Increase bus ridership and increase efficiency by filling bus seats.

* Mean fewer cars on the streets leading to...

  ...reduction in traffic congestion

  ...reduction in travel delays

  ...reduction in carbon emissions, lessening our 'carbon footprint'

  ...reduction in our dependence on foreign oil by using less gas.

#

July 14, 2008

Susan Hale

Advocacy Educator

Center for People in Need
402/476-4357 (main phone)
402/423-5653 (direct line)
402/423-5702 (fax)
shale@centerforpeopleinneed.org <mailto:shale@centerforpeopleinneed.org>
www.centerforpeopleinneed.org <http://www.centerforpeopleinneed.org>

image001.jpg
From: Lorraine Dougherty <l.dougherty70@gmail.com>
To: <StarTranInfo@lincoln.ne.gov>
Date: Thursday, July 17, 2008 10:07AM
Subject: bus changes

Please don't cut the midday service on the bus routes. I use the 10:00 bus to go swimming at the Y. I don't have a car and I am on disability. I need the exercise because my medication makes me gain weight if I don't work out regularly. The Y doesn't offer the class I need at a later time.

Lorraine Dougherty
StarTran

I am writing to voice my opinion about the possibility of discontinuing the mid day bus routes. I am someone that uses the buses daily to get to my volunteer job and to my day structure. I need to use the bus through out the day. So cutting out the mid day buses would be a big burden on me and many others that use the bus as transportation every day. So please reconcider this change. With the gas at a high ,I am know that more people are using the bus to get to work.. And that includes all shifts. Also I rely on the buses on weekends to get my shopping done... Please reconcider theses changes.

Karl Hutchings

Ps ..the bus route changes have already effected alot of people. We are just getting use to these changes that have made transportation more difficult. Please do not continue to mess with our lives anymore. This is my only form of transportation as well as many others ,especially with diabilties....
I understand that StarTran Advisory Board is considering eliminating bus service from 10am to 2pm during the week. I feel that the hourly bus service during those hours is crucial to many StarTran users and its elimination will work hardship on them. Also, with the gas prices high and getting higher, more and more people are riding the buses. Therefore we need more consistent bus service as we have now instead of creating a gap in it in the middle of the day. I am a regular rider of the Arapahoe bus and such a change will adversely effect my getting around the city. What we need now is more public transportation and not less. Such a change will be a step backward in our city's public transportation policy. I most sincerely and strongly urge you not to put the midday gap in the StarTran service which will adversely effect the quality of life for many lincolnites. Thank you for listening.

Sitaram Jaswal
3325 Grimsby Lane
Lincoln, NE 68502
I feel it almost defeats the purpose of public transportation to cut out a number of any daytime hours. Some people on certain medications cannot handle a lot of heat or sun, and then there is winter and the but ugly cold and snow. form July 16th Journal Star Reducing routes I support some of the ideas. I feel maybe this is a great opportunity to rethink of new fuel or energy ideas that is also be environmentally friendly. I sort of have an idea but I haven't patented it.

I feel we need to bring aid to the people whom really need it, the little worker bee's. I agree with the ride for 5 bus pass to go up 200% economically it makes sense. To keep it as is behind times.

http://notesrv01.ci.lincoln.ne.us/mail/startraninfo.usf/($Inbox)/8AED8D8C0F907DA9862...
I am not sure how cutting the bus during the day is going to help with the budget concerns. Personally, it will not affect me in any way since I’m working during the midday. I take the bus every morning to work and home at night. In the last couple of years there has been more people getting onto the bus.

What about the people who are disabled or elderly, are there any suggestion as to how they are to get around Lincoln? Is someone going to be willing to come and pick them up so they can get to work or to an appointment? Everyone needs to think about the other people out there. Maybe there should be an incentive for companies that get bus rider they get x amount of their employees to ride the bus the company get the incentive in return. We should be looking at everything and looking out for everyone involved.

Why didn’t StarTRAN ask the people who ride the bus what they should do about fixing them instead of hiring a company that does not know us? Can you say that you ride the bus to work each day? The 27th street bus was much better than the neighborhood buses because I rode it one day and I was the only person on it the entire ride.

Thank you for your time.

DaisyAnn Barrett
From: Barbara Loos <beloo@neb.rr.com>
To: <StarTranInfo@lincoln.ne.gov>
cc: <mayor@lincoln.ne.gov>, <jcamp@lincoln.ne.gov>,
     <jcook@lincoln.ne.gov>,
     <demery@lincoln.ne.gov>,<reschliman@lincoln.ne.gov>, <dmarvin@lincoln.ne.gov>,
     <jspatz@lincoln.ne.gov>, <ksvoboda@lincoln.ne.gov>

Date: Wednesday, July 16, 2008 10:23PM
Subject: Please Quit Cutting!

Dear StarTran Advisory Board, Mayor Beutler, & Members of the City Council:

If it weren't for the fact that our son is leaving for the Navy this coming Monday, we would definitely be at the meeting tomorrow evening. As it is, we must be available for last-minute family business before his departure. Nonetheless, we want you to hear from us concerning StarTran.

In the recent route changes, we have already lost a key portion of the route from our home to anywhere. The stretch on Van Dorn from 37th to 56th, and the subsequent part of the route that included both 65th and Van Dorn and 48th and Myrtle, allowed us timely trips to downtown, shopping, doctors, and dentist. No longer is this possible. Now we're being asked to consider losing even more with the potential of mid-day and/or Saturday cuts. Enough is enough!

In a time when gasoline prices are soaring, it is both ridiculous and irresponsible to do anything to further gut an already diminished bare bones public transportation system. We need to be encouraging people not only to conserve fuel, but also to cut down on wear and tear on our streets and highways. This is both fiscally and environmentally vital.

We urge you to think creatively about how to enhance rather than further destroy what is left of our bus system. Consider, for example, partnering with schools, businesses, private individuals, organizations, etc. to increase ridership, revenue, and reputation. It is crucial to cultivate the overall image of what it means to be a city with safe and reliable public transportation for everyone. All of you are in positions to lead Lincoln in this positive direction.

Please start building a system that really is more efficient! That will entice people out of their cars and onto the bus, thereby reducing the need for wider streets and bigger parking garages. Please quit cutting and running! Take a stand for your whole community!

Sincerely,

Barbara & Brad Loos
From: Laura Vinci <lauroo603@hotmail.com>
To: <startraninfo@lincoln.ne.gov>

Date: Thursday, July 17, 2008 09:46AM
Subject: Public Advisory Board Hearing COMMENT

Dear Officials of StarTran,

I am writing in response to the Public Advisory Board Hearing on July 17th. I am under the impression that if some of the proposals are put into effect, then some bus drivers will be laid-off. I am writing to let you know that I do not agree with that outcome. The StarTran Bus Company provides not only rides, but provides incomes to its employees.

This summer is the first time that I am utilizing StarTran and I must say it has been a blessing. My job is located on the opposite side of town from my apartment, and the means of commuting are hard. The rising gas prices have made it unbearable to afford to drive across-town every day. StarTran has given me the opportunity to remain at my job, even with the lofty price at the pump.

I am writing to thank you, StarTran, for helping me. However, I am also writing to plead that the bus system remains in order, because it truly is helping so much of Lincoln.

With Windows Live for mobile, your contacts travel with you. Connect on the go.
I will not be able to attend the city council meeting. But I have concerns regarding the proposed budget cuts. I am among the disabled and elderly in Lincoln I depend on Star Tran for medical appointments. If routes are cut this will keep me from being able to keep appointments. I have mixed feelings regarding the new bus routes. Please do not cut the city's transportation programs. Star Tran is an important service to the city. There are people who work and do not drive that rely on the bus system. Please consider the needs of the public!! The cab service in this town leaves a lot to be desired and very expensive. Thank you.

Stay in touch when you're away with Windows Live Messenger. IM anytime you're online.
To Members of the StarTran Advisory Board:

I'm writing to ask that you reject the proposal which would eliminate mid-day StarTran bus service, Monday through Friday. I understand that the City of Lincoln is undergoing a serious budget crisis, but reducing critical transportation services is not the answer, particularly at a time when gas prices are at an all-time high. In my opinion, the City should do everything possible to encourage increased bus ridership, and reducing service will not accomplish that.

For those of us who do not own vehicles or have alternative means of transportation, bus service is our lifeline and we depend on it to accomplish essential daily activities--going to and from work, shopping, medical appointments, etc. By eliminating mid-day service, you would be imposing an unwelcome and unnecessary hardship on every regular bus rider who wants and needs to be able to travel during those hours. Reducing service would greatly reduce our options and our freedom to travel when we want and need to. Many of us would be "stuck" somewhere for several hours until bus service resumed. For a city the size of Lincoln, I think this is unacceptable.

Most surveys that rate cities on quality of life and "livability" include the availability of mass transit services. If Lincoln wants to continue to be included on these lists of "best places to live," I think the StarTran Board and City Council need to be reminded that reducing critical transportation services would not only pose a hardship on many residents, but would also affect the city's image in surveys such as these.

Again, I strongly urge the StarTran board to reject this proposal. Thank you for you consideration.
Respectfully submitted,

Cathy L. Dickinson
1025 N. 63rd St., Apt. F-13
Lincoln, NE 68505
466-9590
To cancel the 10:00 to 2:00 busses would be a great hardship on me and others I know. Because of my disability, I can only work part time and I get off work at 10:00. I catch the bus at 10:30 from 17th and South. I don't even make minimum wage and can't afford to take a cab. Without the bus transportation I could lose my job. I also have appointments I have to get to and from during these hours.

Daniel E. Gibbs
I urge you to make the changes in the rate schedule the mayor has requested, from 100% to 200% of the federal poverty level. This change will help reduce congestion as well as make riding more affordable to people who really need it.

Thank you,
Foster Collins
2100 Calvert St.
68502
July 16, 2008

StarTran Advisory Board
c/o StarTran
StarTranInfo@lincoln.ne.gov

RE: Proposed Changes to Ride for Five

Dear Members of the StarTran Advisory Board,

As Director of Operations for the Center for People in Need, I express my support for the Mayor's proposal to change the income guidelines for Ride for Five from 100 to 200% of the federal poverty level. There would be multiple benefits to your recommending and the city adopting the policy, the most obvious being that more people will have an affordable option to get to work, to school and to essential appointments.

We work with low-income families and daily witness and hear about the barriers they face; transportation always is high on the list of problems. And, transportation is becoming a major problem for more and more families who currently are not eligible for the Ride for Five program. Rising fuel, food and utility costs mean families with incomes higher than 100% of the poverty level are being financially squeezed and are struggling to meet their basic needs.

Ride for Five has been a highly successful program, and expanding program eligibility will further increase bus ridership. Prior to implementation of 'Ride for Five' in October 2004, overall bus ridership had been decreasing. Since the program began, overall ridership has increased by 21 percent. And, since 'Ride for Five' began, the number of riders under the program will increase 132 percent, from 286,204 to 663,129 (estimated through August 2008).

Nationwide, and due to run-away gas prices, the demand on public transportation is increasing at a time that many cities, including Lincoln, are seeing a reduction in revenue needed to provide service. However, implementing policies that help meet transportation needs is essential. Without transportation, our local economy cannot and will not function. Without transportation, the vast majority of people cannot work, go to school, make appointments, engage in the community, or shop. Reducing families' transportation costs would free up their dollars for other basic necessities such as food, housing and utilities and provide more disposable income to spend in local businesses.

I urge you to endorse and recommend increasing the income guidelines for the Ride for Five program. Thank you for your time and attention.

Yours truly,

[Signature]
Deb Daily
Director of Operations
From: Mark Buhrdorf <mbuhrdorf@hotmail.com>
To: <startraninfo@LINCOLN.NE.GOV>
Date: Thursday, July 17, 2008 01:04PM
Subject: Bus service - please don't change the bus service

Please don’t change the mid-day service of the bus. I need it to get home from work, and to get to my rehab program.

Also, please leave the "Ride for Five" program alone. I really need it. I don't smoke.

Thanks,

Mark

With Windows Live for mobile, your contacts travel with you. Connect on the go.
I think expanding the Ride for Five is GREAT! And I see where they would need to cut routes to make up the $$. 

HOWEVER, What does "most routes" mean? I am rather concerned about this as I am a bus rider, and at times might have to leave work for an appointments or pick up a sick child from school. The times that I have left early from work this summer (1:45) the bus has been pretty darn full. I also think a majority of the riders that utilize the bus may hold multiple part-time jobs.

One example, if I had a dental appointment at 8:30, got done at 9:30, I couldn't even make it downtown to work until 3:00 p.m. (If they make the cuts from 10:00 to 2:00 as they are proposing.)

For the size of our city, and with the price of fuel that is continuing to climb, I think more of what we need to do is EDUCATE the citizens of Lincoln on how to USE the bus. Everyone here at work knows that I take the bus, they are always asking how they could take the bus, but are intimidated by the maps, and just the entire way that it is set up. Take a look at Seattle's website for their public transportation. http://transit.metrokc.gov/ With the trip planner, it makes it easy for a person that is not familiar with the bus system. Or someone vacationing here. (BIG QUESTION: Why were the new route signs not in place when the routes were changed? This is very confusing for folks visiting or new citizens. They are STILL not in place! )

I think that if a campaign was done to offer discounted 31 day consecutive passes to employers for their employees, this would dramatically increase ridership. Right now is a critical time to do some sort of campaign, as every one of us is trying to find a way to cut down on our use of fuel. We should also have park and rides that are located at each corner of the city. This is really a passion for me. I am a single mom who, in NO WAY, would be able to afford a car payment, gas, and insurance right now.

There are also many, many mental health consumers that cannot drive, and it is our responsibility as a community to provide services to them as well as the handicapped. If they have an appointment at 10, 11, 12, or 1 o'clock, how can we service them? They can get to the 10 o'clock, but then cannot get home until 3 o'clock. Or, if they have a 1:00, they would have to arrive at 10 am or earlier to make it to their appointment.
We also need to think about the UNL students. I see a lot of them on the busses, but of course they have varied schedules. Not very friendly for them either.

During the summer, the bus is really the only transportation that some middle-school children have to get to programming. We want these children in programming instead of at home on their own.

I know that the parks and rec use the midday buses for field trips.

Somehow we have to make riding the bus more attractive to everyone, especially the downtown folks. I get on the bus at 7:50 and am at work at 8:10. I couldn't drive here any faster myself. I know there are many jobs that folks may need to drive for appointments and what-not, but there are thousands and thousands of jobs where that is not necessary. We should have all of these folks on busses, and then we could expand services, not decrease services.

I am sickened when I ride to work and see ONE PERSON PER CAR. One other service that would be nice to see on StarTran's website is a carpool network.

Betsy Bergman

Phone: 402.570-9761
From: Sheila Schlisner <sheila@lincolnngncc.org>
To: <StarTranInfo@cl.lincoln.ne.us>
Date: Thursday, July 17, 2008 03:00PM
Subject: Ride for Five

The Good Neighbor Community Center supports changing the poverty level from 100% to 200% for the Ride for Five program for the following reasons.

LPS does not provide transportation to all students, some families must look for alternative ways for their children to get to school. Low income families who purchase bus passes through Star Tran sometimes are purchasing for more than one child. Even when able to purchase the ride for five tickets it is a struggle for them. One client reported they sold blood there in order to purchase a ride for five pass.

Changing the poverty level to 200% would benefit many families in the Lincoln area. The increase of utilities, food, and gas has made it difficult for families to afford any extras in their budgets. Another concern is clients who depend on public transportation because they have no private transportation to get to and from work, need this system to provide for their families. Lincoln can not afford to have more people out of work. They need a working community. Making transportation available to more of the low income families so they can continue to work is a win – win solution for our community.

Sheila Schlisner
Executive Director
Good Neighbor Community Center
2617 Y St
Lincoln NE 68503
www.lincolnngncc.org
Helping People Help Themselves
"...I was naked and you clothed me...I was hungry and you fed me..." Matthew 25:35-36

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MEMORANDUM

To: Members of the Lincoln City Council
From: Greg MacLean, Director Public Works & Utilities Dept.
Date: July 22, 2008
Subject: StarTran Advisory Board Actions
cc: Mayor Cris Beutler, Larry Worth - StarTran

In conformance with 2.38.100 of the Lincoln Municipal Code (LMC) this memo is to advise of actions taken by the StarTran Advisory Board following the public hearing, July 17, 2008 regarding StarTran routes/schedules, as follows:

- #44 - "O" Street/SCC
  Approved minor route change to remove service north of Vine Street between 84th & W Avon Street and utilize Vine Street for inbound trips.

- #54 - Veteran's Hospital
  Approved minor route change to remove service from 66th Street & Taylor Park Drive. Route to instead travel east on "O" Street to 70th Street to "L" Street.

Per 2.38.100 of the LMC, the above-approved minor operational route revisions will be effective 45 days following action by the Advisory Board on September 1, 2008.
INTEROFFICE MEMORANDUM

TO: Mayor Beutler  
& City Council Members  
FROM: Clinton W. Thomas  

DEPARTMENT: City Council Office  
DEPARTMENT: Housing Rehab & Real Estate Division  

ATTENTION:  
DATE: July 21, 2008  

COPIES TO: Teresa J. Meier  
Marvin Krout  
John Hendry  
Byron Blum, Bldg & Safety  
Jean Preister, Planning  
SUBJECT: Street & Alley Vacation No. 08002  
Capitol Parkway at South 21st Street

A request has been made to vacate two small parcels of land adjacent to Capitol Parkway just east of 21st Street. The area was viewed and appears as a widened right-of-way strip with one location having a drive from the adjoining parking lot cut onto Capitol Parkway located on it. There were no utilities visible in the area and Public Works has indicated there are none. However, LES has asked that easements be retained for existing and future electrical facilities across the entire area proposed to be vacated. If appears from the surveys of the two triangular tracts and portion of alley to be vacated, the area of the vacation is approximately 3,265 square feet.

Small, irregular-shaped parcels such as this rarely have any value, in and of themselves, but will take on the value of the abutting property when assembled into it. In this case, the abutting property, in a business zoned area, is estimated to have a value in the range of $8.00 to $10.00 per square foot. The retention of easements for electrical utilities would reduce that value to some extent. However, since the electrical utilities along the edge of a property are the norm rather than the exception, they are generally considered not to be that detrimental. It is expected someone assembling small parcels such as these would not pay the full value they expected to see in order to acquire them, but would be more likely to be willing to pay something in the range of 30% to 35% of the value of the abutting land in order to acquire it. It is this writer's opinion the abutting land has a value of approximately $9.00 per square foot and that a value of $3.00 per square foot would be appropriate for the assemblage value of the small parcels being vacated. The calculations are as follows:

\[
3,265 \text{ sq. ft.} \times \frac{3}{\text{sq. ft.}} = \frac{9,795}{\text{ Called } 9,800.00}
\]

Therefore, it is recommended if the area be vacated, it be sold to the abutting property owner for $9,800.

Respectfully submitted,

[Signature]

Clinton W. Thomas  
Certified General Appraiser #990023
A request has been made to vacate the alley running northward from Seward Avenue to the east-west alley between North 60th and North 61st Streets. The area was viewed and appeared to simply blend in with the yards of the abutting properties with grass, trees, and flowers having been planted in the area. There was a alley return in the curb at that location, but it does not appear to lead anywhere. While there were no visible signs of utilities in this portion of the alley, Public Works has indicated the existence of electrical and sanitary sewer for which they have requested easements.

Small, narrow strips such as this have very little value, in and of themselves, especially when encumbered with utility easements. The value would be estimated at a minimal amount of $0.15 per square foot. In this case, the buyer is required to pay to remove the existing alley return and replace the curb and gutter and sidewalk sections at a cost estimated at $2,850. Since any prospective buyer would consider that cost when purchasing the property, and it exceeds any value the area might have; it is recommended, if the alley be vacated it be sold to the abutting property owners for $100.00, or $50.00 on each side (if is split between two owners), with the understanding they bear the expense of the removal of the alley return and replacement of curb, gutter and sidewalk.

Respectfully submitted,

Clinton W. Thomas
Certified General Appraiser #990023
July 17, 2008

Jon Camp
Lincoln City Council
City Council Office

Subject: Possibility of Banning PitBulls

Dear Jon,

Animal Control staff have been reviewing and studying the issue with Pitbull type dogs in preparation for the August 5, 2008, Animal Control Advisory Committee meeting. Jim Weverka, Animal Control Manager, has completed comparison data for the committee. I have attached some graphs which give a snapshot of our data regarding Pitbulls and bites. His staff have also been researching other community ordinances, their success rates, and costs.

There is a misconception that a “ban” eliminates all Pitbull type dogs from a community as they would be grandfathered, but they would have to meet requirements such as spaying/neutering, microchipping, photos, confinement, tethering prohibited, etc. Consequently, there is an additional cost for enforcement and registration. Some communities have rescinded such bans as their bite rates have not decreased.

Other communities have had more success and lower costs with ordinances that directly penalize the dog owner for allowing his dog to endanger the health and safety of the community. These communities increased fines for violations of license, rabies, at large, violations of dangerous dog regulations, and prohibit ownership if a certain number of violations occur over a period of time.

We will have the Advisory Committee study the issue to determine if we do have a problem and find the best and most effective solution for our community. Our community needs to evaluate our best options based on our circumstances and not make reactive judgements to happenings in Omaha.

If you have any questions, please let me know.

Sincerely,

Bruce Dart, Ph.D.
Health Director
Percentage of Pit Bulls Impounded Out of Total Dogs Impounded

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<th>Pure Pit Bulls</th>
<th>Pit Bull Mbs</th>
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<td>9.5%</td>
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<tr>
<td>2008</td>
<td>85.7%</td>
<td>14.3%</td>
<td>10.0%</td>
<td>4.2%</td>
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Total Bites Compared to Pit Bull (Both Pure Pit Bull Type and Mixed Type) From 2005 to 2008

- **2005**
  - Total Bites: 543 (88%)
  - Pit Bull Inflicted (Pure Pit Bull Type): 14 (3%)
  - Pit Bull Inflicted (Mix Pit Bull Type): 50 (9%)

- **2006**
  - Total Bites: 543 (89%)
  - Pit Bull Inflicted (Pure Pit Bull Type): 59 (10%)
  - Pit Bull Inflicted (Mix Pit Bull Type): 8 (1%)

- **2007**
  - Total Bites: 524 (90%)
  - Pit Bull Inflicted (Pure Pit Bull Type): 44 (8%)
  - Pit Bull Inflicted (Mix Pit Bull Type): 12 (2%)

- **2008 (Through June 30)**
  - Total Bites: 332 (87%)
  - Pit Bull Inflicted (Pure Pit Bull Type): 41 (11%)
  - Pit Bull Inflicted (Mix Pit Bull Type): 6 (2%)
Comparison of Pit Bull Pure and Mix Breed Types and All Other Breeds Registered as Potentially Dangerous and Dangerous Dogs

Comparison of # of Dog Bites per 100,000 people requiring visit to Emergency Room in 2006
To The City Council,

I am writing this letter in hope of you and sharing some of the exciting news which I have received recently. It is an article that was recently published in the local newspaper. It features a scandal involving the city's water supply system. The article discusses a recent audit that revealed widespread issues with the system, including frequent leaks and contamination. The report also highlights the efforts of the city council to address these problems, including the implementation of new water treatment methods and the establishment of a task force to investigate the matter further.

I am sending this letter to inform you of this important development and to encourage you to take action to ensure the safety and health of our community. It is crucial that we address these issues promptly and take the necessary steps to prevent further contamination of our water supply.

Sincerely,

[Your Name]
Dear Mayor Beutler:

As you have prepared the annual budget, I wonder if you have considered closing the libraries between 10:00 and 12:00. Of course not, libraries are a service. Have you considered closing the swimming pools and maintenance of the parks between 10:00 and 12:00. Of course not, they are a service. But close the bus routes between 10:00 and 12:00 because they are not a service—to your family anyway.

As someone who does not drive or have family in Lincoln to drive me places, I could possibly get to a medical appointment by 9 or 9 in the morning, but there would be no guarantee that I could get through the appointment in time to catch a bus before ten o’clock. With no service between 10 and 2, a low income mother would have difficulty getting to the grocery store after the kids leave for school or before they arrive home after school if there were no service between 10 and 2. Will it be ok to leave the kids at home alone? When will public transportation be considered a service?

While I think it’s important to have the shuttle service from downtown to the Haymarket, does it have to be free? Surely, one would look first at eliminating a free service before the drastic time cuts which you have suggested.

I am one of those who had no problem with the initial proposal of increasing property tax. Maybe Lincoln residents just need to be prompted to step forward and provide needed services. I think that you should consider the pride that most of us have in keeping Lincoln services and programs going forward.

Sincerely,
InterLinc: City Council Feedback for
General Council

Name: Kim Schwaninger
Address: 3942 St. Paul Ave.
City: Lincoln, NE 68504

Phone: 402-429-1710
Fax:
Email: thorkim@msn.com

Comment or Question:
Since you are addressing the city budget, I wanted to comment on StarTran. Due to the rising gas prices, and my paycheck not going up much, I have had to start riding the bus again. I am asking that you remember that a lot of folks may have or need in the future to do as I have. I would think that right now with gas as high as it is that we would support StarTran even more, not cut it. As far as afternoon runs being cut, remember a lot of folks rely on the bus to get them to mid-afternoon doctor appointments, etc. Cabs are not always able to get you to your destination on time and are much more expensive than the bus. I also have learned that since the bus changed its routes in June this year, the new schedule for my bus is wonderful and I enjoy riding the bus, while saving some money on gas. Thanks.
Dear Sirs,

I would like to comment on the recent proposal, which failed yesterday but may be taken up at a later date, to scrap mid-day city bus-service as a result of low ridership and limited sales-tax revenue to compensate for it; the bus-service is a bargain at twice the price compared to the extremely pricey alternative of private transportation services such as Transport Plus, etc. So I think you should raise revenues by raising the fare, since the very individuals who'd benefit from this would be forced to confront the fact that we're taking advantage of an artificially low fare at the present time!! As far as I'm concerned, you may double my Ride-For-Five fare to $10 per month, since I'd still have to get to the University Of Nebraska for my first Semester, and forcing me to pay for private services would price me out of a Bachelor's Degree in Computer Science!!

Sincerely,

Brian Lee Linderholm
To Whom It May Concern,

With gas prices increases so dramatically, I decided to start riding the bus. It is an enjoyable ride and although the route is difficult for the drivers to make in a 30 minute time period, I would recommend changing the schedule so that the drivers could take a break throughout the day to take care of personal needs rather than take out the ride throughout the neighborhood on East Avon. We pick up 2-3 riders each trip regardless of the time of day that I ride.

It needs to be a convenience for the riders so that more people ride the bus not less. Please reconsider your options. Simply have the bus go every 45 minutes during rush periods and during the middle of the day the one hour time allotment is manageable. Thank you. Paula
July 3, 2008

Members of the City Council,

The Downtown Neighborhood Association (DNA) supports the rewrite of the Graffiti ordinance (8.52) We believe there is a pressing need to make the current ordinance more efficacious.

Restructuring the ordinance to make it a City policy to encourage the proactive use of community groups and volunteers would facilitate response, hold down costs, and engage more people in the “solving” of the issue.

We look forward to assisting in the fulfillment of the Graffiti program’s mission and objectives.

By:

Richard A. Noyes, Pres.

Richard A. Noyes, President
Downtown Neighborhood Association
Some of the following was also sent to the StarTran advisory board prior to the July 17th public hearing.

If mid-day hours are cut, anyone who rides the bus to and from work or school will be stranded during those hours. Some people make medical or other appointments for early morning or late afternoon based on the bus schedule so they don’t have to miss more work than necessary. Some people schedule appointments mid-day for the same reason. Part time workers and students need bus service mid-day so they are not stranded. Not everyone has access to a car or can afford a taxi. If the fee for the “free” bus service is included in the tuition cost, it would be a disservice to UNL students to cut the mid-day hours. Senior citizens, students, and people with disabilities who depend on bus service often need the mid-day service rather than the early morning or late afternoon. I think our city is too big to not provide all day bus service, at least hourly. How do you determine which mid-day routes to keep and which to cut? Not everyone who needs mid-day bus services rides regularly to the same places.

I would like to challenge those who are making these decisions, and have never really depended on bus service, to pretend the bus is their only transportation option for one week, or better one month. Make all appointments, etc. based on the bus schedules and routes. Maybe it would help the Mayor and City Council make better decisions concerning public transportation.

Imagine the following scenarios:

Your sister has lost her job, and doesn't drive. She's a single parent and has no money that isn't already committed to meager living expenses. She takes her two toddlers downtown to register at the unemployment office where she finishes at 10:15 with a very promising job interview at 1:30. She needs to take the children to a friend's home and then get to the interview. What are her options without mid-day bus service?

Your daughter is a freshman at UNL, and has a job at a fast food restaurant on the other side of town near her home. Her UNL classes are in the morning and her job is in the afternoon. She has the UNL bus pass. Your family cannot afford to buy a second car. What are her options without mid-day bus service?
An elderly man is on a limited fixed income. He lives by himself, but cannot cook. He goes to Matt Talbot Kitchen for his noon meal, the one good meal each day. He sometimes spends time at the Senior Center for socialization and other services. What are his options without mid-day bus service?

You and your spouse ride the bus to work daily. You get a call at 11:00 that your young child is ill and must be sent home from school. You are new on this job and just moved into the neighborhood. What are your options without mid-day bus service?

You live in a small rural community. Your grown son has a disability and cannot drive a car. He needs vocational rehabilitation services to help him retrain and find a job, so he moves to the city. To receive services he must have transportation between home, Voc Rehab, school, job, and other service providers (including medical). These services are scheduled at various times during the day. He qualifies for the "Ride for Five" bus pass for which Voc Rehab will pay. What are his options without mid-day bus service?

These are just a few of innumerable situations that speak to the need for mid-day bus service.

StarTran needs to increase ridership, but cutting mid-day services will only serve to decrease ridership. Wouldn't it be better to increase the fare? Most people are willing to pay a slightly higher fare to keep or improve the services already in place. We all understand that fuel costs are increasing and buses run on fuel.

Please find another way to manage the StarTran budget rather than cutting mid-day bus service: raising regular fares, selling advertising inside the buses, increasing advertising/PR for StarTran, providing incentives to attract and/or keep riders, etc. Riders and drivers have a lot of great ideas if anyone is listening.

Thank you.

Tracey Lee Hillman
Administrative Specialist
Vocational Rehabilitation
402-471-3654

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If you are not the intended recipient of this Email, please reply that you have received this message in error and delete it.
July 23, 2008

Chair Robin Eschliman  
Lincoln City Council  
County-City Building  
555 South 10th  
Lincoln, NE  68508

Subject: LES Proposed Rate Increase of 10.1%

Dear Chair Eschliman and Lincoln City Council Members:

On Friday, July 18, the LES Board voted to proceed through the process of proposing a 10.1% rate increase. That process will include:

• July 23: Start notifying LES customers of the proposed increase and of an August 5 public meeting by mail and the news media.
• July 25: Make the new rates available to the public.
• August 5: LES public meeting on the rate change.
• August 8: LES Board action on a final rate recommendation to the City Council.
• August 11: Introduction and 1st reading at the City Council
• August 18: Public Hearing at the City Council
• August 18 – 25: City Council Action
• September 1: Rate increase starts

This increase in rates is all about high fuel prices and low interest rates. Of the projected $9.3 million shortfall, about $3.1 million is due to reduced interest income because of lower interest rates and $6.2 million is due to fuel costs. On the fuel cost side, natural gas is the biggest factor. Natural gas prices have been running 45% above our 2008 budget. These high prices impact the unhedged portion of our internal peaking unit generating costs and they have also caused increased costs in the wholesale market. The wholesale market price usually tracks fairly closely with natural gas prices. However, in the last few days gas prices have softened, but wholesale electric prices are still holding at fairly high levels. During the day, wholesale prices can reach a level that is twice our average retail rate.
We have often shown you how LES rates have compared with the rate of inflation. The attached chart also shows what has happened to the price of natural gas and gasoline. Electricity is the only one of the three energy sources that is still priced below the rate of inflation, even including this 10.1% increase. For a typical residential household over the last year, the price increase for a customer heating a home with natural gas or driving 10,000 miles a year will be much higher than the increase for electricity.

Unfortunately these adverse fuel cost trends are forecast to continue and spill over to our coal-fired generating plants as well. Within the last week OPPD signed new freight and fuel contracts that are reportedly 65% higher than the expiring contracts and will increase OPPD’s costs by $90 million a year starting in 2009. While we are not expecting increases nearly that high for our units, we do expect double digit increases in delivered fuel prices for the next several years. If customers are going to control energy costs, they will have to implement conservation and efficiency measures. I think that will make our Sustainable Energy Program more important, but that is a discussion better left for budget. While electric rate increases that exceed the rate of inflation will not be comfortable for any of us, LES still expects to be a low-cost provider nationally because our dependence on natural gas is only about half of the industry average.

We certainly did not want to bring a rate increase forward at the same time the city is agonizing over tight budgets, but we lack the financial tools necessary to deal with these volatile prices on a longer term, more planned basis. The tools that utilities can use for these situations consist of: 1) Rate Stabilization Fund; 2) Higher levels of debt coverage; and, 3) Power Cost Adjustment. We are in the process of rebuilding the rate stabilization fund, but it is not large enough to completely cover this contingency. Nevertheless, the Board is proposing to use $1.5 million from that fund, in combination with $1.1 million in budget cuts to reduce the impact in 2008. This will leave a year-end balance in the fund of about $2.9 million. Without these tools, the only option we have is to seek quick action by the City Council. We brought this action forward as soon as we determined it was necessary to maintain our financial integrity.

We look forward to meeting with you and discussing the need for this rate increase. While you have probably received a letter at home or your business about this increase, I am attaching a copy for your reference.

Please feel free to contact me if you have any questions.

Sincerely,

Terry L. Bundy, P.E.
Administrator and CEO

E-mail: tbundy@les.com
Phone #: (402)473-3392
FAX: (402)475-9759

Attachments

c: Mayor Chris Beutler
CPI and Fuels

LES Rates Vs. Inflation and Other Energy Prices

Percent Change From 1990

Source: Energy Information Administration
July 21, 2008

Dear Lincoln Electric System Customer:

As you have probably heard in the news, Lincoln Electric System (LES) is seeking an increase in electric rates beginning in September of this year. I am writing to explain the reasons why LES is asking for this increase.

Like you and other LES customers, LES is also feeling the effects of soaring fuel and materials prices. The costs for LES to produce, purchase and deliver energy to customers has increased dramatically since the beginning of this year. Unfortunately, projections by a number of sources indicate these adverse trends in energy prices are not temporary.

Higher energy costs are being felt across the country. For instance, the Federal Energy Regulatory Commission (FERC) recently reported that future prices for wholesale electric power range from 60% to more than 100% higher than last year. In fact, FERC said this could be the beginning of significantly higher power prices that may last for several years.

LES is experiencing significantly higher costs to generate and purchase the power our customers use. Current projections indicate LES will incur net additional costs of $9.3 million by the end of this year. A number of factors are contributing to this shortfall:

- Higher market prices for wholesale energy account for the largest share of the increase at $5.8 million. Wholesale power prices are about 45% above our budget estimates.
- LES hedges most of its natural gas purchases for local combustion turbine peaking generation. Spot market natural gas purchases will be about $1 million higher than budget estimates.
- LES’ interest income will be reduced about $3 million due to lower interest rates and lower fund balances.
- Costs at LES’ other generation resources are up by a relatively small amount of about $500,000.
LES does not like to have rate increases. We understand that this puts added financial pressure on you. However, we simply do not have any other way to deal with these increased costs of providing power used by our customers. Unfortunately, these increased costs are coming at a time when LES’ “rainy day fund,” also called the rate stabilization fund, has been depleted by previous events. The fund had a $12 million balance a few years ago, and will have only about $4 million at the end of this year. While we plan to use part of this fund, it cannot cover the entire projected financial shortfall of $9.3 million.

The LES Administrative Board is proposing a plan to deal with the projected financial shortfall that includes the following components:

- Cutting internal LES operating costs by $1.1 million in 2008.
- Using $1.5 million from the rate stabilization fund that would leave a year-end balance in the fund of only a little more than $2.5 million. It is important to leave some balance in the fund to deal with any other unexpected contingencies during the remainder of 2008.
- Seeking approval of an average system-wide 10.1% increase in electric rates effective September 1, 2008. Typical residential customers who use an average of 1,000 kWh per month will see an average increase in their electric bills of $8.50 per month.

LES will hold a public meeting on the proposed rate increase on August 5, 2008, at 7:00 p.m. at the Walter A. Canney Service Center, 2620 Fairfield St. Detailed rate schedules will be available at LES offices and on www.les.com on July 25, 2008. The LES Administrative Board will take action on the rate proposal at its August 8, 2008, board meeting. The proposal will then be forwarded to the Lincoln City Council for its consideration.

If you have questions about the rate proposal, please contact Todd Hall, Vice President Consumer Services, at 473-3282, or Rich Andrysik, Manager of Rates, at 473-3471 or email us at info@les.com.

Sincerely,

Terry L. Bundy, P.E.
Administrator and CEO
Please vote down any TIF on this development….

Perot Systems expanding at Tech Park
The city has estimated that the project will qualify for about $3 million in tax-increment financing, which allows the increase in property taxes created by the project to be used for public improvements to the area.

Perot also plans to seek state tax incentives available under the Nebraska Advantage Act. Because the project involves TIF, it must go through various city approvals, and an initial hearing is scheduled at the Lincoln-Lancaster Planning Commission is tentatively scheduled for July 30.

Lancaster Planning Commission:

Please do not approve Tax Incremental Financing For the Perot Systems development at the Tech Park.
TIF should not be used.

Here is how TIF works: Lawmakers issue debt, using the proceeds to subsidize economic development on the theory that development projects will increase future property tax revenue by enough to repay the debt with a profit.

Sounds like a great deal, right?

The only problem is that state and local governments almost never keep score on the costs and benefits of projects, which often end up a net loser for taxpayers.

Although politicians portray TIFs as a great way to boost the local economy, there are hidden costs they don't want taxpayers to know about.

Cities generally assume they are not really giving anything up because the forgone tax revenue would not have been available in the absence of the development generated by the TIF. **That assumption is often wrong.**

The original concept of TIFs is to help blighted areas come out of the doldrums and get some economic development they wouldn't [otherwise] have a chance of getting. **But what is not talked about is the shift of taxes being paid from wealthy corporations to small businesses and regular people.**

Special taxing districts, such as school, water and fire districts, should be extremely concerned with the effects of TIF on the local community. A successful TIF will lead to new business and residential development and thus an increase in population, both in the TIF district and the surrounding area. An increased population means a greater burden on public service delivery, which equates to an increase in taxes to pay for these public services to make up for the lost revenue the TIF authority captures. Therefore, all taxpayers end up subsidizing the public investment that must be made in the TIF district.

The only alternative to raising taxes in response to increased demand is cutting public services. Consequently, the entire community must absorb the negative impacts of TIF, be it increased taxes or decreased services. Either way, there is a large tradeoff between the development of the community and the economy. The citizens of the greater community, not just those within the TIF district, are forced to give up elements of life experienced prior to the implementation of the TIF district in response to increases associated with TIF-induced economic
development.

For Lincoln to use TIF to help finance the Perot Systems project, it must be determined that "but for" TIF, the project would not be undertaken.

We all know that Perot Systems has very deep pockets and they do not need government financing.

TIFs introduce inequities and inefficiencies into local economies. Currently Perot Systems are spread out in various locations in Lincoln and are paying property taxes. Now they want to consolidate in one location and use TIF. Why would Lincoln want to approve this and reduce our tax base?

Nebraska cities and counties are burdened by TIF, as they primarily depend on property taxes to provide services. TIF should only be used in special circumstances, and not approved just because another corporation comes knocking on the City’s door.

Thanks

Larry Jablonski
Please do not pass the Mayor's proposed $1,000 homebuilding stimulus. I am opposed to it and believe that Lincoln is overbuilt. If the funds are burning a hole in his pocket, I would rather see that money go to the Salvation Army to help people with heating bills, food, etc., than to help someone build a house in an area that causes taxpayers to pay even more in infrastructure and schools costs.

Thank you for your consideration.

Becky Ferguson
3401 South Hope Court
Lincoln, NE 68502

Keep your kids safer online with Windows Live Family Safety. Help protect your kids.
From: Lincoln Neighborhood Alliance
To: Lincoln City Council
Copy to: Mayor Beutler
Subject: Chateau Properties request for Change of Zone # 08033 on Deadman Mans Run

Hello,

At last Monday's (21 July) City Council hearing Mr. Hunzeker (speaking for his employer Chateau Properties) made the very generous offer of delaying 1 year before starting the building of their proposed units (if approved by the Council) on the proposed detention cell land. I will remind the Council that this is an opportunity that Lincoln will never have again because after the apartments are built this opportunity will be gone. Please make a maximum effort to securing those acres that should remove over 800 downstream investors from the Deadman Run's floodplain.

What seems to be overlooked in floodplain discussions is "what are the legal rights of those investors downstream of the development being considered? " How are the downstream investments being protected? This is not a frivolous question because huge sums of money ($50 million in one Deadman Run’s area) have been invested that can literally be washed away because of government action and/or inaction. All it takes is one lawsuit from an investor.

Thank you,
Russell Miller
for Lincoln Neighborhood Alliance
Friends,

Of all the services to be cut, I do not believe limiting the library hours is one of them.

As a taxpayer who is often very fiscally conservative, I feel that the city library system is an invaluable tool for all--NOT just the youth, or school-aged persons, and thus the hours should remain as they are.

And, just as an aside, I have also witnessed at one of our libraries, librarians being over run with middle-school children right after school -- many parents are using this as their "baby sitter" or "after school" program, and library staff are always having to keep an eye on them. This is NOT part of their job in my view, and staff should not have to put up with rowdy, undisciplined unsupervised children! As a mother of 6 children ages 9-24, my children and I have visited these libraries where rowdy and disruptive kids are, and we often ask WHY are these rowdy kids allowed to return to the library? When I was a kid, talking and goofing around in the library was just not permitted, and I often wonder how much extra staff has been hired to monitor these after school kids who misbehave?

Sincerely,
Sandra Pelton
InterLinc: City Council Feedback for General Council

Name:     PAM
Address:  2106 OLD GLORY RD
City:     Lincoln, NE 68521

Phone:
Fax:
Email:    PBAR107230@AOL.COM

Comment or Question:
I THINK IT IS TERRIBLE THAT LES WANTS TO RAISE RATES BECAUSE THEY HAVE A BUDGET SHORTFALL.. SO DO I!! THEY COULD SAVE MONEY BY NOT ADVERTISING AS THEY ARE A MONOPOLY.  I THINK THEY ARE A BUNCH OF CROOKS AND YOU ARE LETTING THEM GET AWAY WITH IT!!!
InterLinc: City Council Feedback for General Council

Name: PAM
Address: 2106 OLD GLORY RD
City: Lincoln, NE 68521

Phone: 
Fax: 
Email: PBAR107230@AOL.COM

Comment or Question:
WHAT HAPPENED TO THE 10 MILLION DOLLARS THAT WAS FOUND A COUPLE OF WEEKS AGO... WHY NOT USE IT TO OFFSET THE CITY DEFICIT??

FROM: EMPTY POCKETS
InterLinc: City Council Feedback for
General Council

Name:     Wayne L. Cole
Address:  3925 High St.
City:     Lincoln, NE 68506

Phone:    
Fax:       
Email:    waynecole64@yahoo.com

Comment or Question:
Please do not change the current bus system hours to cut the budget. I would
bet that other areas than this could be reduced with a lesser impact. Many
people I know that don't have reliable transportation or a vehicle at all
depend on the bus to get to retail, doctors, and other services throughout the
day. If this is changed, the impact will be much greater than you think. Do
more analysis and see what this will do to the needy citizens of Lincoln.
Thank you for your consideration!  Wayne
ADDENDUM 
TO 
DIRECTORS’ AGENDA 
MONDAY, JULY 28, 2008

I.  MAYOR -

1. NEWS ADVISORY - RE: Mayor Beutler’s Public Schedule Week of July 26 through August 1, 2008 - Schedule subject to change (Forward to Council on 07/25/08)

II.  CITY CLERK - NONE

III.  CORRESPONDENCE -

A.  COUNCIL REQUESTS/CORRESPONDENCE - NONE

B.  DIRECTORS AND DEPARTMENT HEADS -

HEALTH

1. NEWS RELEASE - RE: Celebrating Safety!

C.  MISCELLANEOUS -

1. Letter with attachments from Mark A. Hunzeker, For the Firm, Attorney - RE: Chateau Development Change of Zone No. 08033/Special Permit No. 1174G (Chateau LaFleur Community Unit Plan).

2. Letter & Resolution from John Wood, Lincoln Airport Authority - RE: Resolution #503.

3. Memo & Minutes from Susan Epps, Chair, StarTran Advisory Board - RE: StarTran Advisory Board Public Hearing & Recommendations on Mayor’s Proposed Budget.

daadd072808\tg
DATE: July 25, 2008
FOR MORE INFORMATION: Diane Gonzolas, Citizen Information Center, 441-7831

Mayor Beutler’s Public Schedule
Week of July 26 through August 1, 2008
Schedule subject to change

Monday, July 28
• Lancaster County Adult Drug Court graduation - 6 p.m., Welpton Courthouse, UNL Law School, 42nd and Fair streets (East Campus)

Tuesday, July 29
• International visitor, member of Turkish Parliament - 2:15 p.m., Mayor’s Conference Room, 555 S. 10th St.

Thursday, July 31
• KFOR Morning Show - 7:45 a.m.
• Kindergarten Kickoff news conference, remarks - 10:30 a.m., Gere Library, 2400 S. 56th St.
• Biomat USA grand opening - 11:15 a.m., 2002 “N” St.
CELEBRATING SAFETY!

Residents at Mahoney Manor Apartments took part this spring and summer in a comprehensive program designed to reduce the risk of falling among older adults. Please join us as we celebrate the completion of the program, and the start of safe practices that will enable older adults to avoid falls, and the tragic consequences that often result.

Standing Safely Celebration
2:00 p.m., July 29, 2008
Mahoney Manor Apartments - Community Room
4241 North 61st Street, Lincoln, Nebraska

Celebration components:
- Refreshments and Welcome
- Explanation of Program Purpose and Highlights
- Tai Chi (strength and balance improvement) Demonstration
- Participant Prize Drawing

This program is a collaborative effort of the Lincoln Area Agency on Aging, Lincoln Housing Authority, and the Lincoln-Lancaster County Health Department. Funding for this program was provided by the Nebraska Department of Health & Human Services Injury Prevention Program.
Facts About Falls Among Older Adults

- During the 2003-2005 three year period, 6,100 Lancaster County older adults were treated in Lincoln hospitals for fall-related injuries. These injuries take a significant economic, as well as physical and emotional toll on older adults in our community. Total hospital charges for the 16,442 days of hospital stay for these injury victims was $45,532,551.

- On average each year, over 16,400 Nebraskans age 65 and older visit an emergency room, and 8,800 are hospitalized due to a fall-related injury.

- The National Center for Injury Prevention and Control states that the risk of falling increases with age, and that for people 65 and older, falls are the leading cause of injury death.

- National Safety Council data shows that each week, more than 30,000 people over the age of 65 are seriously injured by an accidental fall; nearly 25% die from their injuries. Of those who do survive a fall, 20-30 percent suffer from debilitating injuries that affect them the rest of their lives.
July 24, 2008

Robin Eschliman -Chair
Lincoln City Council
555 South 10th Street
Lincoln, NE 68508

RE: Chateau Development Change of Zone No. 08033/Special Permit No. 1174G
(Chateau LaFleur Community Unit Plan)

Dear Robin and Members of the Council:

As promised, enclosed are two Motions to Amend Conditions of Approval of Bill No. 08R-159 (Chateau LaFleur Community Unit Plan). The first motion addresses the requirement of a secondary access to the portion of the Chateau LaFleur Community Unit Plan lying west of Deadman’s Run. The second motion addresses the offer of Chateau Development to condition the approval of the amended Community Unit Plan on delaying the issuance of said building permits for that portion of the project lying west of Deadman’s Run for 1 year.

The access issue addressed was raised by the fire Department. The concern is access to the area for emergency vehicles. The city requirement for a second access is contained in the subdivision regulations; however, this project is not proposing a subdivision of the property. Nevertheless, we are willing to acknowledge the safety concern and work out a secondary emergency access to the property with our neighbors. Our proposed amendment merely relieves us of the requirement of a public access which would be subject to 24 hour a day, 7 days a week traffic, rather than a gate which could be operated only by emergency personnel.

For your information, attached are aerial photos of Villa Tierra and Ruskin Place apartments. Both are served with single access and have more units than we propose to serve with our access off 56th Street (plus an emergency access). As I mentioned at the public hearing, the Ruskin Place project was recently approved for expansion from 270 to 432 units. The developer was given two years to add a second access. Our project will have 186 units served from our 56th Street access.
The second motion refers to our discussion at the public hearing of delaying issuance of building permits on a portion of this project in order to give the City and The Lower Platte South Natural Resources District time to evaluate the proposed Deadman’s Run improvements, and determine how those improvements might be financed. In speaking with Glenn Johnson after the hearing, he felt that the 1 year time line was fair. Approval of the second motion will defer a portion of this project to allow the city and the NRD time to determine whether or not they will acquire part of the Chateau property for public use. However, it is unreasonable to expect Chateau Development to defer use of its land indefinitely, merely because of the potential public use identified in the Deadman’s Run master plan.

We hope you will approve the Change of Zone and Amendment to the Community Unit plan with the two enclosed Amendments. If you have any further questions please feel free to call me.

Sincerely,

Mark A. Hunzeker
For the Firm
mhunzeker@baylorevnen.com

CC:

John Hendry
Rick Peo
Marvin Krout

235130
MOTION TO AMEND BILL NO. 08R-159

I hereby move to amend Bill No. 08R-159 as follows:

1. On page 2, line 29, add “emergency” after the word “second”

2. On page 2, line 31, delete “open” and insert “emergency” in lieu thereof.

3. On page 2, line 32, delete “a public access easement or common” and insert “emergency” in lieu thereof.

Introduced By: ____________________________

231095
MOTION TO AMEND BILL NO. 08R-159

I hereby move to amend Bill No. 08R-159 as follows:

1. On page 3, after line 10, add the following new condition:

   xiii. No building permit for a new structure shall be issued for that portion of the project lying west of Dead Man’s Run until August 1, 2009.

Introduced By: __________________________

231095
July 24, 2008

Lincoln City Council
County-City Building
555 South 10th Street
Lincoln, NE 68508

RE: Resolution No. 503

Enclosed is Lincoln Airport Authority Resolution No. 503 stating that no tax levy should be made for airport purposes for the fiscal year beginning July 1, 2008.

Sincerely,

AIRPORT AUTHORITY

/John Wood
Executive Director

JW/lb

Enc.
RESOLUTION NO. 503

WHEREAS, current airport revenue appears adequate to fund airport operations, including debt service, during the 2008 - 2009 fiscal year; and,

WHEREAS, the Airport Authority has funds sufficient to pay the required payments into the 1999 Bond Fund or Reserve Fund and Airport Bonds, Series 2002 A and B Bond Fund, or Reserve Fund during the 2008 - 2009 fiscal year; and,

WHEREAS, the balance remaining with the Airport Promotion Fund should be reappropriated for authorized expenditure by the Authority without an additional levy of tax.

NOW, THEREFORE, IT IS RESOLVED by the Board of the Airport Authority of the City of Lincoln, Nebraska:

Section 1. That the Chairperson is hereby authorized and directed to certify to the governing body of the City of Lincoln that no levy should be made for airport purposes for the fiscal year beginning July 1, 2008.

Section 2. That the Chairperson is hereby authorized to inform the Mayor and Council for the City of Lincoln, Nebraska, that for the 22nd consecutive year no levy is required for the Aviation Promotion Fund for the coming year. The balance in the fund should be reappropriated.

Section 3. The Secretary shall attest the foregoing certificate and request.
Passed and adopted at a regular meeting of the Board held on the 24th day of July, 2008, at which a quorum was present and voting.

ATTEST:

[Signature]
Secretary

AIRPORT AUTHORITY OF THE CITY OF LINCOLN, NEBRASKA

[Signature]
Chairperson

APPROVED AS TO FORM:

[Signature]
William F. Austin
Legal Counsel for the Airport Authority of the City of Lincoln, NE
Memo

To: Mayor Chris Beutler, Members of the Lincoln City Council
From: Susan Epps, Chair - StarTran Advisory Board
Date: July 25, 2008
Subject: StarTran Advisory Board Public Hearing & Recommendations on Mayor's Proposed Budget
cc: Greg MacLean - PW/U, Larry Worth - StarTran

As you were previously advised by memo on July 18, 2008, the StarTran Advisory Board reviewed the StarTran service revisions contained in the Mayor's proposed F.Y. 2008-09 budget, and conducted a public hearing and agreed on recommendations in that regard on July 17, 2008.

Attached, for your information, are minutes summarizing the testimony at the July 17, 2008 public hearing and the following Advisory Board meeting. These minutes have been preliminarily reviewed and approved by the Advisory Board members by email.
MINUTES
STARTRAN ADVISORY BOARD PUBLIC HEARING
City Council Chamber
July 17, 2008 / 5:00 p.m.

Members Present: Beatty Brasch, Kim Phelps, Rick Noyes, Jill Flagel

Members Absent: Susan Epps, John Baylor, Tami Wellman

Staff Present: Larry Worth, Greg MacLean, Kitty Miller, Scott Tharnish, Mike Weston, Brian Praeuner, Connie Thoreson

In Susan Epps’ absence, Beatty Brasch, Vice Chair of the StarTran Advisory Board opened the Public Hearing, welcoming the attendees and introductions of the Board members in attendance.

Ms Brasch noted the three-minute testimony time limit and asked attendees to stay on topic. Ms Brasch asked the attendees needing to catch a 6:00 p.m. bus to speak first and noted the availability of transit service for others needing service after the Public Hearing is closed.

The Public Hearing topics were stated as follows...

- Service revisions in the Mayor’s F.Y. 08-09 recommended budget to include elimination of weekday non-peak (10:00 a.m. - 2:00 p.m.) service on most routes, elimination of the Holiday Light Tours, and expansion of the Ride for Five Program to 200% of poverty level.
- Route revision on #44, “O” St/SCC removing service north of Vine St between 84th and W Avon St, instead utilizing Vine St for inbound trips. Route revision on #54, Vet’s Hospital, removing service from 66th St & Taylor Park Dr, instead traveling east on “O” St to 70th St to “L” St.

The Public Hearing was opened.

The following citizens were heard:
Shelley Lewis is opposed to elimination of the midday service, as transit is her only means of transportation.

Doug Roach stated the elimination of the midday service would greatly affect the seniors and UNL students and is opposed to this proposal. Mr. Roach felt that the elimination of the midday service would strand many patrons i.e., youth utilizing the Youth Pass. Mr. Roach noted that the expansion of the Ride For Five program is helpful to the low-income population, however, elimination of the midday service limits their ability to gain part-time employment or employment outside of the regular 8:00 a.m. to 5:00 p.m. workday. Mr. Roach suggested raising fares, charging for the Star Shuttle, and negotiating more revenue from the UNL contract instead of eliminating service.

Diane Kimble is opposed to the elimination of midday service and supports the increase in Ride For Five eligibility. Ms. Kimble noted that she would accept a fare increase rather than elimination of service. Ms. Kimble suggested charging for the Star Shuttle and stated bus transportation should keep up with the growth of the City. She felt the transit service is just that, a service, and not a profit making business.
Robert Harris stated opposition to the elimination of midday service.

Jeff Altman is an instructor for the Nebraska Commission for the Blind and Visually Impaired as well as a regular StarTran patron. Mr. Altman asked the blind and visually impaired attendees he represents to stand, which totaled 21. The elimination of the midday service will severely impact training the commission conducts for their community during the proposed elimination hours. The blind community will be greatly affected by the elimination of service as many are employed during the recommended service reduction hours. Mr. Altman feels that the quality of life will be greatly impacted by the service cuts as many in the blind community are totally transit dependent.

Tanna Shoyo representing the Citizens Transportation Coalition is opposed to the elimination of midday service. Ms. Shoyo stated that most transit dependent persons cannot afford cab fare and with fuel price increases feels the StarTran services should remain intact.

Lana Young stated opposition to the proposed midday service elimination.

Alan Wheeler is a UNL student and is opposed to the proposed midday service elimination.

David Black is opposed to the proposed midday service elimination as he has many medical appointments during the midday hours.

Freda Holman uses the midday service to travel to her volunteer position as well as noon meals at the downtown center, so is opposed to the proposed elimination of midday service. Ms. Holman feels her health conditions would be a serious issue, if stranded with no midday service.

Cody Lemmer is opposed to midday service cuts.

Rolanda Williams is a single mother and transit dependent. Ms. Williams is opposed to the midday service elimination.

Terry Haney is opposed to the elimination of midday service as he will be deprived of transportation to his noon meal at the downtown senior center.

James Bryant stated opposition to the elimination of midday service which he feels penalizes the most vulnerable portion of the population which he states is the low-income transit dependent.

Margaret Noonan is supportive of the Ride For Five eligibility expansion and opposed to the service reduction.

David Hogan is opposed to the elimination of midday service.

Nancy Zoubek is opposed to the removal of service in her area, due to new routing system implemented in June, 2008.

Aaron Bowen representing the Lincoln Action Program is supportive of the eligibility expansion proposal for the Ride For Five Program.
Betsy McCullough is opposed to the proposed elimination of midday service.

Leslie Breyer is opposed to the proposed elimination of midday service as he utilizes the Matt Talbot Kitchen for noon meals.

H. Holm stated that most bus riders have employment during the proposed service elimination hours and is opposed to the service elimination.

Jason Danner is a State employee, who helps transit dependent individuals and is opposed to the proposed midday service.

Sonya Wing stated the transit system is a service and should be operated as such. Ms. Wing is opposed to eliminating midday service.

Pat Schuers is opposed to the elimination of midday service.

Neal Rutledge is in favor of the expansion for the Ride For Five Program.

Diana McGinnis is opposed to the proposed elimination of midday service.

Roy Brown is opposed to the new routing system implemented in June, 2008.

Leslie Brown is opposed to the midday service. Ms. Brown felt that UNL should subsidize the transit system.

Jon Fitch is opposed to the midday service and he feels it is irresponsible in this current energy crises to eliminate transit services.

Tag Jackson is opposed to the elimination of midday service.

Dean Settle, Director of the Community Mental Health Center stated opposition to the elimination of midday transit service as many of their clients have scheduled opponents and pick up medications in the midday hours. Many of the Center’s clients would face more issues and barriers with the proposed elimination of the midday service. Mr. Settle stated the Mental Health Center sells the low-income passes and observes increased sales, therefore, is in favor of the Ride For Five eligibility expansion.

Jim Schreurs is opposed to the midday service elimination.

Barb Keating is opposed to the elimination of the midday service as she will be directly affected as her employment is during the proposed elimination hours. Ms. Keating feels that the elimination of service will create a great hardship for the transit dependent. Ms. Keating feels the proposed housing stimulus money should be instead shifted to StarTran to retain service or is prepared for a fare increase to insure no service cuts.
Terry Werner, Director of the National Assn of Social Workers felt the Public Hearing should have been broadcast on the City Channel 5. In answer to a question, a summary of the testimony received at the current July 17th Public Hearing and a recommendation by the StarTran Advisory Board will be forwarded to the City Council and Mayor. Mr. Werner stated his support of the expansion for the Ride For Five Program and is opposed to the elimination of the midday service and feels the service should instead be expanded.

Lois Neuman is opposed to the proposed midday elimination of service. Ms. Neuman complimented the new routes.

Kerry Donovan is disabled and transit dependent. Mr. Donovan feels that instead of eliminating service there should me more aggressive marketing of transit services.

M. Alallo is opposed to the proposed elimination of midday service due to current fuel prices and voiced support for the Ride For Five Program.

Jim Johnson is a regular transit user and is opposed to the elimination of midday service.

Wes Majoris is opposed to the elimination of the midday service which will directly affect his ability to get to/from his place of employment.

Stuart Long is in favor of the eligibility expansion of the Ride For Five Program and is opposed to the elimination of the midday service in light of the ridership increase due to fuel prices. Mr. Long would be interested in paying higher property taxes in order to retain transit midday service.

Deloris Cole would support an increase in Ride For Five fare in order to retain midday service. The elimination of midday service would directly affect her daily life as is transit dependent.

Mike Wiese, Amalgamated Transit Union President, stated the union is opposed to the elimination of midday service and in support of the Ride For Five eligibility expansion. Mr. Wiese, as a bus operator, witnesses firsthand the transit users that will be directly affected by service cuts.

Lois LaPage, a current bus operator, has come forward at the urging of her transit patrons whom wish to oppose the elimination of midday service.

Karen Struw stated opposition to the midday service elimination.

Del Ridder is opposed to the proposed midday service elimination which he feels will only be another negative issue for the population that is most vulnerable.

Ms. Brasch thanked attendees for their testimony and closed the Public Hearing.
MINUTES
STARTRAN ADVISORY BOARD MEETING
City Council Chambers
July 17, 2008

Members Present: Beatty Brasch, Kim Phelps, Rick Noyes, Jill Flagel
Members Absent: Susan Epps, John Baylor, Tami Wellman
Staff Present: Larry Worth, Greg MacLean, Kitty Miller, Scott Tharnish, Mike Weston, Brian Praeuner, Connie Thoreson

Ms. Brasch, Vice Chair opened the regular StarTran Advisory Board meeting with introduction of StarTran staff.

New Business
• The route revisions to the #44, “O” St/SCC and #54, Vet’s Hospital route as stated in the Public Hearing topics above were voted unanimously approved.

• The proposed midday service elimination was opposed unanimously by the StarTran Advisory Board with a recommendation for a 1¢ property tax increase in order to retain transit service.

• The StarTran Advisory Board acknowledged the FTA Charter Regulations prohibiting the operation of the Holiday Light Tours.

• The StarTran Advisory Board voted unanimously in favor of the eligibility expansion of the Ride For Five Program to 200% of poverty level.

Rick Noyes encouraged the public attendees to write, email, and/or attend the City Council Public Hearing in order to voice their concerns with the proposed elimination of midday transit services.

Adjournment
Ms. Brasch adjourned the meeting.