I. CITY CLERK

II. MAYOR & DIRECTORS CORRESPONDENCE TO COUNCIL

MAYOR
1. NEWS ADVISORY. Mayor Beutler will hold a news conference at 10 a.m., Thursday, July 29, 2010, at 555 S. 10th, to present an update on graffiti prevention and clean up efforts.
2. NEWS RELEASE. Quick reporting and cleanup are keys to success of graffiti program.

DIRECTORS

FINANCE/BUDGET
1. July sales tax reports reflecting May activity:
   a) Actual Compared to Projected Sales tax Collections
   b) Gross Sales Tax Collections (With Refunds Added Back In) 2004-2005 through 2009-2010;
   c) Sales Tax Refunds 2004-2005 through 2009-2010; and

HEALTH DEPARTMENT
1. Local Ironman Triathlon participant wins season Husker tickets.

PLANNING DEPARTMENT
2. Administrative Amendment approved by the Planning Director from July 20, 2010 through July 26, 2010.

PLANNING COMMISSION
2. Final Action, Comprehensive Plan Conformance No. 10004.

PUBLIC WORKS & UTILITIES/ENGINEERING
1. ADVISORY. Arterial rehabilitation Project No. 540014. 27th and A Street Intersection.
27th Street; A Street - South Street.
2. ADVISORY. Van Dorn Street; 48th Street - 56th Street. Project #540009.

PUBLIC WORKS & UTILITIES/STAR TRAN
1. Reply from Brian Praeuner, Transit Planner, to Alex Andersen (Correspondence from Citizens to Council, # 21) on testimony forwarded to the StarTran Advisory Board.

III. COUNCIL RFI’S AND CITIZEN CORRESPONDENCE TO INDIVIDUAL COUNCIL MEMBERS

JON CAMP
1. Response to Carolyn Parde (#38 under Correspondence from Citizens) regarding proposal to privatize the ambulance service in Lincoln.
2. Letter to Councilman Camp and Councilman Hornung, commenting on public transportation, which must be cost effective, and an article on traditional public transit.

JOHN SPATZ
1. Letter from Kathy Wheeler writing in support of Steve Schwab and the City Forester position for the City of Lincoln.

IV. MISCELLANEOUS

V. CORRESPONDENCE FROM CITIZENS TO COUNCIL
(The first fifteen (15) documents were received and delivered to City Council members before their meeting on July 26, 2010)
1. InterLinc correspondence from Dr. W. E. Cannon What about illegal and enforcing the law doesn’t your Police Chief understand?
2. Email from Mary Jo Bousek. Amending Chapter 5.38. Not equitable, and seems extremely unfair to the owners of larger buildings.
3. Email from Susan Melcher, Near South resident, in support of performance based inspections.
4. Email from Ron. The Police Chief should enforce the law.
5. Email from Sharylle Ballengee. Embarrassed by Police Chief Casady and his need to have a multicultural committee in order to legalize illegals.
6. Email from Chystal Zahn. Insane to have a police chief openly admitting he doesn’t care to follow federal law.
7. Email from Col Ewen. Every police officer in this country has an obligation to enforce the laws.
8. Email from Patty Fuquay. Do not condone a representative of your community to refuse enforcing the law.
9. Email from Pam Saderup. What part of illegal does your Police Chief not understand?
10. Email from D. Jefferys. Just read about Chief Casady.
11. Email from Frank. How about a Chief who cares about laws.
12. Email from David Goolsby. Lincoln needs to stand up and pay attention to what is happening. Every State needs to do their part in stopping illegal aliens.
13. Email from Jo. Police Chief’s immigration comments have to be embarrassing to
residents of Nebraska.

14. Email from Joel Gelfand. Glad Chief Casady works for Lincoln and not close to sender.
15. Letter from State of Nebraska, State Entomologist Julie Van Meter, listing reasons why Lincoln needs a highly trained and skilled forestry staff.
16. Email from Craig. Please get law enforcement to do their job, illegals are illegally in this country.
17. InterLinc correspondence from Tony Coppin. Is it acceptable for Chief Casady to show selective contempt for his sworn duties?
18. Email from Peggy Struwe. Please do not delete the City Forester position. We a Tree City USA.
19. Email from Gunter Hofmann. In favor of the proposed performance-based inspections, eventually extending to duplexes and single-family houses.
20. Email from Robert and Mary Helen Peters. Concerned about Mayor’s budget which deletes the City Forester and two Arborists.
21. Email from Alex Andersen. Please reconsider cutting the Neighborhood North and South Routes 56 and 57. These two routes benefit many people.
22. Email from Split. Why take off both 56 South and 57 North neighborhood bus routes?
23. Letter from Gloria Bell giving reasons to have the Lake Street Senior Center stay open. (Each Council Member received individual letter)
24. Letter from Nancy Grinstead stating why the Lake Street Senior Center should remain open at the same location.
25. InterLinc correspondence from Nancy Loeffel. Urging Council to move forward with the elimination of the city forester’s position.
26. Email from Todd Cuddy. Believe the City Firefighters will provide the best care for emergency medical services in Lincoln.
27. Email from Terry and Barbara Niles. The Police Chief will not uphold the law.
28. Email from Angie Martin. If your police chief cannot enforce the law, find someone who will. Race or culture not an issue, if they break the law, they go to jail.
29. Email from Richard Hansen. How can the City Council let the Police Chief continue to work?
30. Letter from Robert Boyce, with attached article by E. Wayne Boles, stating the city property tax rate is insufficient to provide the revenues needed to operate our city. (Each Council Member received individual letter)
31. Email from Amy Fell. It’s everyones job to stop unlawful immigration.
32. Email from Scott Baird. Trees contribute significantly to our quality of life. Do keep the arborist positions and restore the city forester position to the proposed city budget.
33. Email from James Butts. People may not have legitimate papers for our law enforcement people to track.
34. Letter from Mary Nelson. Concern of cut in funding to the Willard Community Center, giving reasons why this would impact the entire neighborhood. (Each Council Member received individual letter)
35. Email from Patrick Helwig. Use the telcom funds for StarTran. Keep routes 56 and 57 open and have all routes run twice an hour during peak times on Saturdays if money covers.
36. Email from Maggie Van Diest. Writing in support of bus route #54. Personally use everyday along with numerous other individuals.

37. Email from Rexjord An. Before voting on a 2:00 am bar closing time spend time in the downtown area at 1:00 am to see what goes on.

38. InterLinc correspondence from Carolyn Parde on suggested proposal to privatize the ambulance service in Lincoln.

39. Letter from Alice Stillahn regarding her concern over closing certain Senior Centers and merging into one downtown center. 

40. Email from Christopher Nollette on the proposed elimination of the #54 Vets Hospital bus route.

VI. ADJOURNMENT

F:\FILES\CITYCOUN\WP\DA080210.wpd
OFFICE OF THE MAYOR
555 South 10th Street, Lincoln, NE 68508, 441-7511, fax 441-7120

DATE: July 28, 2010
FOR MORE INFORMATION: Diane Gonzolas, Citizen Information Center, 441-7831

Mayor Chris Beutler will have an update on the City’s graffiti prevention and clean up efforts at a news conference at 10 a.m. Thursday, July 29 in the Mayor’s Conference Room, third floor of the County-City Building, 555 S. 10th.
FOR IMMEDIATE RELEASE: July 29, 2010
FOR MORE INFORMATION: Diane Gonzolas, Citizen Information Center, 441-7831
                       William Carver, Graffiti Prevention Coordinator, 441-4690

QUICK REPORTING AND CLEANUP ARE KEYS TO SUCCESS OF GRAFFITI PROGRAM

Mayor Chris Beutler announced today that 94 percent of the graffiti cases reported over the last 14 months has been cleared. The City changed its approach to graffiti with the hiring of a Graffiti Prevention Coordinator in June 2009. Since then, 1,159 of the reported 1,232 cases have been cleared.

"Much of the credit for the success of this program goes to the people of Lincoln," Mayor Beutler said. "More residents are reporting graffiti and property owners are removing graffiti sooner. Our efforts are even more of a success when you consider the tremendous cost savings. Our new program operates on just 6 percent of the previously estimated cost."

The City’s graffiti ordinance passed in 2006 requires property owners to remove graffiti within 15 days of City notification. If that deadline is not met, the City can remove the graffiti at the property owner’s expense. Those who don’t reimburse the City face a lien on their property, but the owner does not have to clear the debt until the property sells. The cost of funding City graffiti removal was estimated at $408,000 a year.

Under the new process, the City sends a letter and postage-paid reply card to graffiti victims explaining the negative impact of graffiti, encouraging quick removal and offering volunteer assistance. The program is budgeted for $25,000 a year.

William Carver, the Graffiti Coordinator with Keep Lincoln and Lancaster County Beautiful, said the number of cases reported in the last seven months of the program is up 17 percent compared to the first seven months. The Lincoln Police Department reports that 23 people – five adults and 18 juveniles – have been arrested for 69 cases of graffiti vandalism so far this year. The case of one of those convicted was routed through Lancaster County Court where more severe penalties are allowed under a new State law.

- more -
Carver said the types of graffiti being reported also have changed. In the last seven months of the program 25 percent of the graffiti was gang-related, down from 46 percent in the first seven months. Over the same time period, the percentage of graffiti classified as “hip-hop” increased from 32 to 46 percent. About 1.7 percent of the graffiti reported in the last seven months was classified as hate-related.

The new process came out of the Mayor’s Stronger Safer Neighborhoods Initiative based on an idea from one of its partner groups, the Lincoln Policy Network. Mayor Beutler said the continued involvement of neighborhoods is needed to prevent graffiti in new public areas like Union Plaza.

“We know that the presence of graffiti can encourage more vandalism as well as other types of crime,” Beutler said. “Getting it reported and removed quickly is very important, and we need the public to help us keep this problem under control.”

To report graffiti on your own property, call the police non-emergency line at 441-6000. For graffiti on City property or someone else’s property, contact Carver at 441-4690 or wcarver@lincoln.ne.gov. Graffiti also can be reported on the City online ACTION center at lincoln.ne.gov (keyword: graffiti).

KLLCB is affiliated with Keep America Beautiful, which has a mission to engage individuals to take greater responsibility for improving their community environments.
CONGRESS Agenda begins to focus as August recess nears. House and Senate leaders are looking to streamline their priorities for the year, as the number of legislative days until the November elections begins to shrink.

The House will adjourn for their summer recess next Friday, not to return to Washington until September 14. Prior to leaving, leaders hope to clear a FY 2010 supplemental appropriations bill for overseas military operations and disaster assistance for the President, as well as gain floor approval of the first two of twelve FY 2011 spending bills, for Military Construction and the Departments of Transportation and Housing and Urban Development.

The Senate will have to wait at least an additional week before getting their summer break, mostly to debate the confirmation of Elena Kagan as a justice of the United State Supreme Court. Leaders would also like to gain approval of a package of small business incentives (HR 5297), and possibly a long-term reauthorization of Federal Aviation Administration programs.

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Once the House and Senate return from their recess on September 14, there are likely to be fewer than 20 legislative days until both chambers adjourn for the November elections on October 8.

Meanwhile, Senate Majority Leader Harry Reid (D-NV) essentially shelved consideration of comprehensive climate change legislation for the year, as intense negotiations over the last several weeks did not result in a product that could receive the 60 votes necessary to stop an expected Republican filibuster of the measure. Some Members are advocating a scaled-down energy bill that would address matters related to offshore drilling, but no decisions have been made yet. Both the House and Senate are considering bills in that area on the committee level, and they include the idea of guaranteed funding for the Land and Water Conservation Fund (see July 16 Washington Report for additional details).

And although no public pronouncements have been made, Senate consideration of another high profile issue – immigration reform – is also suffering from the same fate and is not expected to be considered this year.

The Senate did manage to approve a measure that extends federal unemployment benefits, but not before it was scaled back considerably to attract Republican support. The FY 2010 supplemental appropriations bill is also in the process of being pared to a version approved by the Senate prior to the House adding several items. As a result, the future for several provisions of interest to local governments in those two measures remains unclear. Removed from the unemployment bill (HR 4213) were:

- Build America Bonds and Recovery Zone Bonds extensions
- Capitalization of the National Affordable Housing Trust Fund
- $1 billion in summer youth jobs funding for FY 2010
- One-year renewals of a number of tax beaks (commonly referred to as “extenders”) that expired at the end of 2009, including the alternative fuels tax credit, New Markets Tax Credit, deduction of state and local sales taxes, and the research and development tax credit

Funds for summer youth jobs and for hiring teachers added by the House are expected to be removed from the supplemental, as is...
House language that would require states and local governments to enter into collective bargaining agreements with public safety employees. Of all of these provisions, the extenders are likely to have the best chance of approval prior to the November elections. The Congressional Black Caucus has been strongly promoting summer youth jobs, but any funds approved at this point are likely to be reserved for the summer of 2011.

**HOUSING & CD**

Senate panel clears FY 2011 HUD spending measure. The Senate Appropriations Committee approved the FY 2011 spending bill for the Department of Housing and Urban Development (HUD) this week, as did the House Appropriations Committee, which made few changes to the measure that was approved to the subcommittee level last week.

The bill calls for level funding of $3.99 billion for Community Development Block Grant (CDBG) formula grants. Similar details are not yet available for the House bill, but it appears that the House measure would not increase funding for CDBG formula grants. While city officials can celebrate that this program was not cut in a difficult budget year, the combination of inflation and newly eligible cities mean that most cities will probably have to scale back their community development efforts in the coming year.

The news is better for most other HUD programs of interest to local governments. Most of those programs would see small increases or level funding compared to FY 2010. Details (with comparison to FY 2010 in parentheses and to the House bill):

- $1.825 billion for HOME (same as FY 2010 and the House),
- $340 million for HOPWA (+ $5 million FY 2010, - $10 million House),
- $2.055 billion for Homeless Assistance Grants (+ $190 million FY 2010, same as the House),
- $19.5 billion for Tenant-Based Section 8 (+ $1.3 billion FY 2010, + $100 million House),
- $9.4 billion for Project-Based Section 8 (+ $830 million FY 2010, same as the House),
- $2.5 billion for Public Housing Capital (same as FY 2010 and the House),
- $4.8 billion for Public Housing Operating (+ $54 million, same as the House),
- $825 million for Elderly Housing (same as FY 2010 and the House) and
- $200 million for Housing for the Disabled (-$100 million FY 2010 and the House).

The Senate bill would provide $150 million for the Sustainable Communities Initiative, the same amount as the House bill and the same as FY 2010. The bill also includes $200 million for related planning grants at the Department of Transportation (DOT); the House bill would fund those grants at $527 million. Both the House and Senate figures are a considerable increase over the $35 million provided for DOT planning grants in FY 2010.

Unlike the House bill, which would continue to fund the HOPE VI Program, the Senate bill would provide $250 million for Choice Neighborhoods, the Program that President Obama proposes as a replacement for HOPE VI. The HOPE VI Program funds the replacement of severely distressed public housing with mixed-income developments that blend into the surrounding urban fabric. Choice Neighborhoods is designed to build on HOPE VI and target distressed neighborhoods with a broad array of social services to complement renewed housing. President Obama’s other signature HUD proposal, Catalytic Investment Competition, did not fare as well. The Senate bill, like its House counterpart would zero out the program in FY 2011.

Technically, the next step for the bill is the Senate floor. However, with the leadership undecided about how to finalize FY 2011 appropriations, it remains unclear whether the Senate will consider the bill or whether Justice spending will be wrapped into a continuing resolution or an omnibus appropriations bill.

**ARTS AND RECREATION**

House subcommittee approved Interior-EPA spending bill. The House Subcommittee on Interior, Environment, and Related Agencies marked up its FY 2011 appropriations bill this week, and the $32.2 billion measure represents an overall funding level that is equal to that of FY 2010, but $133 million below the White House request.

Full details on the measure are not yet available, but some of the recommended funding levels in the bill include (with difference from FY 2010 levels in parentheses):

- $1.9 billion for the Clean Water State Revolving Loan Fund (- $202m)
• $1.2 billion for the Safe Drinking Water State Revolving Loan Fund (+$181m)
• $518 million for the Land and Water Conservation Fund (+$68m)
• $387 million for FLAME Act wildland fire suppression programs (-$87m)
• $170 million for the National Endowment for the Arts (-$3m)

The next step for the measure is consideration in the House Appropriations Committee, but action has not been scheduled for next week, after which the House will recess until September 14.

TRANSPORTATION
House and Senate committee approves FY 2011 DOT spending bill. The House and Senate Appropriations Committees this week approved their respective versions of FY 2011 spending bills for the Department of Transportation.

Most notably, the Senate bill would provide only $41.77 billion for Federal-aid highway programs in FY 2011, approximately the same level as FY 2010. The House bill recommends a $4.11 billion increase, to $45.18 billion.

The Senate panel included $800 million for the Transportation Investment Generating Economic Recovery (TIGER) program, the popular discretionary grant program for large-scale transportation projects of regional or national significance. The House provided $400 million for this program, which received $600 million in FY 2010.

In the area of high-speed rail, which has been a priority of the Obama Administration, the Senate bill recommends $1 billion, while the House level is $1.4 billion for the Federal Railroad Administration program that received $2.5 billion in FY 2010. The Senate would provide $1.4 billion for Amtrak capital grants in FY 2011, as compared to $1.2 billion for the House and $1 billion in FY 2010.

The Senate level of $10.8 billion for programs at the Federal Transit Administration is also about the same as FY 2010, but short of the $11.3 billion provided by the House. The Senate bill includes $100 million for grants to help transit agencies invest in activities to reduce greenhouse gas emissions, also known as the “TIGER” program from the Recovery Act, while the House provided no funds for that program. Both the House and Senate would fund New/Small Starts at $2 billion in FY 2011, essentially the same level as FY 2010.

Of note, both the Senate and House rejected the Obama administration’s proposal to dedicate $4 billion to a new program known as the National Infrastructure Innovation and Financing Fund (NIIFF). Legislation that would authorize such a fund has not yet been considered by Congress, nor has the administration made a formal legislative proposal.

Both the Senate and the House bills include $16.5 billion for the Federal Aviation Administration, $3.5 billion of which would go to the Airport Improvement Program, the same level as FY 2010.

The House is expected to consider its version of the FY 2010 DOT spending bill on the floor next week. Senate floor consideration is not expected until after Congress returns from its summer recess in September, at the earliest.

TELECOMMUNICATIONS
D Block debate heats up. With the Federal Communications Commission (FCC) continuing its preparations to auction off a valuable and coveted 10 megahertz block of the spectrum early next year, the debate over whether that is the best way to proceed has intensified on Capitol Hill.

The spectrum in question, commonly known as the “D Block,” is adjacent to another 10 megahertz block of spectrum that Congress has set aside for public safety communication. Public safety officials and local government organizations argue that Congress should set aside the D Block for public communication. They point out that while the 10 megahertz that Congress has already set aside for public safety is sufficient for current needs, the advent of new applications in the coming years and decades will require considerably more spectrum; setting aside the adjacent D Block for public safety communication will ensure that all public safety communications are on the same portion of spectrum and are therefore interoperable.

Adding to the appeal of the D Block is its versatility and reach: signals sent out over the D Block have broad reach and can penetrate many physical barriers, including most walls and windows. However, these features also make the D Block attractive to the cellular telecommunications industry, whose devices have grown from simple telephones to multimedia devices that require large amounts of bandwidth. The industry, supported by the FCC and by many in Congress, argues that the auction of the D Block should proceed. They point out that on a day-to-day basis, public safety communication does not need 20 megahertz of spectrum and that a best approach to the D Block is to auction it off but give public safety priority access to it during emergencies. (Public safety officials and local government organizations point out that private communications also spike during emergencies.)

Several months ago, Representative Peter King (R-NY) introduced legislation (HR 5081) that would set aside the D Block for public safety communication. So far, the King bill has garnered 57 cosponsors but it otherwise drew little attention until the D Block issue moved to the forefront over the past two weeks. This week, Senators Joseph Lieberman (I-CT) and John McCain (R-AZ) introduced a similar bill (S 3625) that would also direct funding from other FCC spectrum for grants to state and local governments to build the infrastructure to use this portion of the spectrum.

The FCC plan to proceed with an auction of the D Block generally has the bipartisan support of the House Energy and Commerce Committee. That Committee is working on a bill that would require the FCC to proceed with the D Block auction, would allocate auction proceeds for grants to help state and local governments build
communications infrastructure that uses the 10 megahertz already set aside for public safety and would require auction winners to give public safety "priority" access to the D Block during emergencies. A major concern public safety officials have with the House Energy and Commerce Committee approach is that not only would public safety lose the D Block, the D Block auction is expected to bring in "only" $2 billion to $3 billion; the cost of building a nationwide interoperable communications system is estimated to be as much as $15 billion. Senator Jay Rockefeller (D-WV), the Chairman of the Senate Commerce Committee, is developing his own bill that apparently would set aside the D Block for public safety and direct revenues from other spectrum auctions for build-out grants.

After this week’s developments, it appears that momentum is on the side of public safety officials and local governments. However, given how little time is left on the legislative calendar, it is unlikely that the D Block issue will be resolved this year. The most likely scenario is legislative language in an end-of-the-session bill that directs the FCC to hold off on a D Block auction. That approach would give Congress time to resolve all of the competing claims on the D Block.

**GRANTS & NOTICES**

**National Oceanic & Atmospheric Administration**

NOAA is accepting applications for Community-based Marine Debris Removal Project Grants. Applications are due November 1, 2010. $6 million is available and NOAA expects to make 15 grants. State, local and tribal governments, nonprofit and for-profit organizations, and institutions of higher education are eligible to apply. Funds can be used to catalyze the implementation of locally driven, community-based marine debris prevention, assessment and removal projects that will benefit coastal habitat, waterways and NOAA trust resources. More information is available at:


and

http://bit.ly/aU0oYP
### Actual Compared to Projected Sales Tax Collections

<table>
<thead>
<tr>
<th></th>
<th>2009-10 PROJECTED</th>
<th>2009-10 ACTUAL</th>
<th>VARIANCE FROM PROJECTED</th>
<th>$ CHANGE FR. 08-09</th>
<th>% CHANGE FR. 08-09</th>
</tr>
</thead>
<tbody>
<tr>
<td>SEPTEMBER</td>
<td>$4,549,255</td>
<td>$4,603,417</td>
<td>$54,162</td>
<td>$225,941</td>
<td>5.16%</td>
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<td>OCTOBER</td>
<td>$4,721,659</td>
<td>$4,592,069</td>
<td>($129,590)</td>
<td>($144,005)</td>
<td>-3.04%</td>
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<td>NOVEMBER</td>
<td>$4,716,098</td>
<td>$4,773,592</td>
<td>$57,494</td>
<td>($77,645)</td>
<td>-1.60%</td>
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<td>DECEMBER</td>
<td>$4,449,149</td>
<td>$4,299,735</td>
<td>($149,414)</td>
<td>($36,538)</td>
<td>-0.84%</td>
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<td>JANUARY</td>
<td>$4,554,816</td>
<td>$4,097,252</td>
<td>($457,564)</td>
<td>($111,748)</td>
<td>-2.65%</td>
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<tr>
<td>FEBRUARY</td>
<td>$5,672,665</td>
<td>$5,322,243</td>
<td>($350,422)</td>
<td>($369,637)</td>
<td>-6.49%</td>
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<tr>
<td>MARCH</td>
<td>$4,248,937</td>
<td>$4,212,234</td>
<td>($36,703)</td>
<td>$27,245</td>
<td>0.65%</td>
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<td>APRIL</td>
<td>$4,059,848</td>
<td>$4,218,305</td>
<td>$158,457</td>
<td>$169,675</td>
<td>4.19%</td>
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<td>MAY</td>
<td>$4,666,045</td>
<td>$5,118,022</td>
<td>$451,977</td>
<td>$491,133</td>
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<tr>
<td>JUNE</td>
<td>$4,532,571</td>
<td>$4,551,950</td>
<td>$19,379</td>
<td>$372,869</td>
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<tr>
<td>JULY</td>
<td>$4,593,746</td>
<td>$4,316,388</td>
<td>($277,358)</td>
<td>$146,995</td>
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<tr>
<td>AUGUST</td>
<td>$4,849,573</td>
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<td></td>
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<td></td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$55,614,362</strong></td>
<td><strong>$50,105,207</strong></td>
<td><strong>($659,582)</strong></td>
<td><strong>$694,286</strong></td>
<td><strong>1.53%</strong></td>
</tr>
</tbody>
</table>

Actual collections through July are 1.30% below projections for the year.
### CITY OF LINCOLN
#### GROSS SALES TAX COLLECTIONS (WITH REFUNDS ADDED BACK IN)
#### 2004-2005 THROUGH 2009-2010

<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>September</td>
<td>$4,648,160</td>
<td>$4,630,210</td>
<td>$4,573,597</td>
<td>$4,612,020</td>
<td>0.84%</td>
<td>$4,812,555</td>
<td>4.35%</td>
<td>$4,703,478</td>
<td>-2.27%</td>
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<td>October</td>
<td>$4,706,690</td>
<td>$4,823,369</td>
<td>$4,712,519</td>
<td>$5,052,950</td>
<td>7.22%</td>
<td>$4,845,000</td>
<td>-4.12%</td>
<td>$4,687,315</td>
<td>-3.25%</td>
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<tr>
<td>November</td>
<td>$4,687,792</td>
<td>$4,799,275</td>
<td>$4,658,480</td>
<td>$4,818,715</td>
<td>3.44%</td>
<td>$4,937,998</td>
<td>2.48%</td>
<td>$4,922,939</td>
<td>-0.30%</td>
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<tr>
<td>December</td>
<td>$4,500,338</td>
<td>$4,511,403</td>
<td>$4,445,761</td>
<td>$4,753,456</td>
<td>6.92%</td>
<td>$4,545,947</td>
<td>-4.37%</td>
<td>$4,502,684</td>
<td>-0.95%</td>
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<tr>
<td>January</td>
<td>$4,264,010</td>
<td>$4,342,902</td>
<td>$4,554,634</td>
<td>$4,617,097</td>
<td>1.37%</td>
<td>$4,465,270</td>
<td>-3.29%</td>
<td>$4,354,458</td>
<td>-2.48%</td>
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<tr>
<td>February</td>
<td>$6,086,841</td>
<td>$5,797,893</td>
<td>$5,993,653</td>
<td>$5,596,617</td>
<td>-6.62%</td>
<td>$5,775,594</td>
<td>3.20%</td>
<td>$5,426,478</td>
<td>-6.04%</td>
</tr>
<tr>
<td>March</td>
<td>$4,158,874</td>
<td>$4,247,908</td>
<td>$4,125,074</td>
<td>$4,421,405</td>
<td>7.18%</td>
<td>$4,258,773</td>
<td>-3.68%</td>
<td>$4,226,466</td>
<td>-0.76%</td>
</tr>
<tr>
<td>April</td>
<td>$4,097,988</td>
<td>$3,991,159</td>
<td>$4,018,709</td>
<td>$4,227,476</td>
<td>5.19%</td>
<td>$4,119,617</td>
<td>-2.55%</td>
<td>$4,294,043</td>
<td>4.23%</td>
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<tr>
<td>May</td>
<td>$4,730,317</td>
<td>$4,543,369</td>
<td>$4,895,921</td>
<td>$4,753,366</td>
<td>-2.91%</td>
<td>$4,744,089</td>
<td>-0.20%</td>
<td>$5,186,573</td>
<td>9.33%</td>
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<tr>
<td>June</td>
<td>$4,557,735</td>
<td>$4,539,614</td>
<td>$4,664,470</td>
<td>$4,859,251</td>
<td>4.18%</td>
<td>$4,624,054</td>
<td>-4.84%</td>
<td>$4,662,293</td>
<td>0.83%</td>
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<tr>
<td>July</td>
<td>$4,519,466</td>
<td>$4,655,061</td>
<td>$4,772,617</td>
<td>$4,983,976</td>
<td>4.43%</td>
<td>$4,501,197</td>
<td>-9.69%</td>
<td>$4,567,893</td>
<td>1.48%</td>
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<tr>
<td>August</td>
<td>$4,803,665</td>
<td>$4,991,723</td>
<td>$4,887,329</td>
<td>$5,026,702</td>
<td>2.85%</td>
<td>$4,856,331</td>
<td>-3.39%</td>
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<tr>
<td>Total</td>
<td>$55,761,877</td>
<td>$55,873,886</td>
<td>$56,302,764</td>
<td>$57,723,030</td>
<td>2.52%</td>
<td>$56,486,425</td>
<td>-2.14%</td>
<td>$51,534,621</td>
<td>-0.18%</td>
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# CITY OF LINCOLN
## SALES TAX REFUNDS
### 2004-2005 THROUGH 2009-2010

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<tr>
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<tbody>
<tr>
<td>September</td>
<td>($135,858)</td>
<td>($80,882)</td>
<td>($27,350)</td>
<td>($90,282)</td>
<td>230.10%</td>
<td>($435,079)</td>
<td>381.91%</td>
<td>($100,061)</td>
<td>-77.00%</td>
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<tr>
<td>October</td>
<td>($165,219)</td>
<td>($358,866)</td>
<td>($166,695)</td>
<td>($79,688)</td>
<td>-52.19%</td>
<td>($108,925)</td>
<td>36.69%</td>
<td>($95,246)</td>
<td>-12.56%</td>
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<tr>
<td>November</td>
<td>($101,531)</td>
<td>($173,972)</td>
<td>($3,881)</td>
<td>($158,855)</td>
<td>3993.08%</td>
<td>($86,760)</td>
<td>-45.38%</td>
<td>($149,347)</td>
<td>72.14%</td>
</tr>
<tr>
<td>December</td>
<td>($325,510)</td>
<td>($6,319)</td>
<td>($175,440)</td>
<td>($29,848)</td>
<td>-82.99%</td>
<td>($209,674)</td>
<td>602.47%</td>
<td>($202,950)</td>
<td>-3.21%</td>
</tr>
<tr>
<td>January</td>
<td>($220,967)</td>
<td>($269,713)</td>
<td>($84,287)</td>
<td>($26,308)</td>
<td>-68.79%</td>
<td>($256,270)</td>
<td>874.13%</td>
<td>($257,206)</td>
<td>0.37%</td>
</tr>
<tr>
<td>February</td>
<td>($394,324)</td>
<td>($73,395)</td>
<td>($327,119)</td>
<td>($489,939)</td>
<td>49.77%</td>
<td>($83,713)</td>
<td>-82.91%</td>
<td>($104,235)</td>
<td>24.51%</td>
</tr>
<tr>
<td>March</td>
<td>($99,240)</td>
<td>($165,869)</td>
<td>($133,574)</td>
<td>($325,269)</td>
<td>143.51%</td>
<td>($73,785)</td>
<td>-77.32%</td>
<td>($14,233)</td>
<td>-80.71%</td>
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<tr>
<td>April</td>
<td>($69,900)</td>
<td>($196,682)</td>
<td>($130,611)</td>
<td>($108,764)</td>
<td>-16.73%</td>
<td>($70,988)</td>
<td>-34.73%</td>
<td>($75,738)</td>
<td>6.69%</td>
</tr>
<tr>
<td>May</td>
<td>($122,283)</td>
<td>($166,567)</td>
<td>($381,653)</td>
<td>($22,529)</td>
<td>-94.10%</td>
<td>($117,201)</td>
<td>420.23%</td>
<td>($68,551)</td>
<td>-41.51%</td>
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<tr>
<td>June</td>
<td>($34,811)</td>
<td>($14,085)</td>
<td>($186,252)</td>
<td>($136,308)</td>
<td>-26.82%</td>
<td>($444,973)</td>
<td>226.45%</td>
<td>($110,343)</td>
<td>-75.20%</td>
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<tr>
<td>July</td>
<td>($162,998)</td>
<td>($39,492)</td>
<td>($155,825)</td>
<td>($478,184)</td>
<td>206.87%</td>
<td>($331,804)</td>
<td>-30.61%</td>
<td>($251,505)</td>
<td>-24.20%</td>
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<tr>
<td>August</td>
<td>($148,028)</td>
<td>($57,700)</td>
<td>($569,595)</td>
<td>($43,759)</td>
<td>-92.32%</td>
<td>($11,878)</td>
<td>-72.86%</td>
<td>($286,162)</td>
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<td>TOTAL</td>
<td>($1,980,668)</td>
<td>($1,603,541)</td>
<td>($2,342,280)</td>
<td>($1,989,734)</td>
<td>-15.05%</td>
<td>($2,231,050)</td>
<td>12.13%</td>
<td>($1,715,576)</td>
<td>-23.10%</td>
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Year to date vs. previous year

Page 2
## CITY OF LINCOLN
### NET SALES TAX COLLECTIONS
#### 2004-2005 THROUGH 2009-2010

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>SEPTEMBER</td>
<td>$4,512,303</td>
<td>$4,549,328</td>
<td>$4,546,247</td>
<td>$4,521,738</td>
<td>-0.54%</td>
<td>$4,377,476</td>
<td>-3.19%</td>
<td>$4,603,417</td>
<td>5.16%</td>
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<td>OCTOBER</td>
<td>$4,541,471</td>
<td>$4,464,503</td>
<td>$4,545,825</td>
<td>$4,973,261</td>
<td>9.40%</td>
<td>$4,736,074</td>
<td>-4.77%</td>
<td>$4,592,069</td>
<td>-3.04%</td>
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<tr>
<td>NOVEMBER</td>
<td>$4,586,261</td>
<td>$4,625,303</td>
<td>$4,654,599</td>
<td>$4,659,859</td>
<td>0.11%</td>
<td>$4,851,237</td>
<td>4.11%</td>
<td>$4,773,592</td>
<td>-1.60%</td>
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<tr>
<td>DECEMBER</td>
<td>$4,174,828</td>
<td>$4,505,085</td>
<td>$4,270,321</td>
<td>$4,723,609</td>
<td>10.61%</td>
<td>$4,336,273</td>
<td>-8.20%</td>
<td>$4,299,735</td>
<td>-0.84%</td>
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<tr>
<td>JANUARY</td>
<td>$4,043,044</td>
<td>$4,073,189</td>
<td>$4,470,347</td>
<td>$4,590,789</td>
<td>2.69%</td>
<td>$4,209,000</td>
<td>-8.32%</td>
<td>$4,097,252</td>
<td>-2.65%</td>
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<tr>
<td>FEBRUARY</td>
<td>$5,692,517</td>
<td>$5,724,498</td>
<td>$5,666,534</td>
<td>$5,106,677</td>
<td>-9.88%</td>
<td>$5,691,881</td>
<td>11.46%</td>
<td>$5,322,243</td>
<td>-6.49%</td>
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<tr>
<td>MARCH</td>
<td>$4,059,634</td>
<td>$4,082,038</td>
<td>$3,991,501</td>
<td>$4,096,136</td>
<td>2.62%</td>
<td>$4,184,988</td>
<td>2.17%</td>
<td>$4,212,234</td>
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<td>APRIL</td>
<td>$4,028,088</td>
<td>$3,794,477</td>
<td>$3,888,098</td>
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<td>5.93%</td>
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<td>-1.70%</td>
<td>$4,218,305</td>
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<td>MAY</td>
<td>$4,608,034</td>
<td>$4,376,803</td>
<td>$4,514,268</td>
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<td>$4,626,889</td>
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<td>$5,118,022</td>
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<td>JUNE</td>
<td>$4,522,924</td>
<td>$4,525,529</td>
<td>$4,478,219</td>
<td>$4,722,943</td>
<td>5.46%</td>
<td>$4,179,081</td>
<td>-11.52%</td>
<td>$4,551,950</td>
<td>8.92%</td>
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<tr>
<td>JULY</td>
<td>$4,356,468</td>
<td>$4,615,569</td>
<td>$4,616,793</td>
<td>$4,505,792</td>
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<td>$4,169,394</td>
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<td>$4,316,388</td>
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<td>AUGUST</td>
<td>$4,655,637</td>
<td>$4,934,023</td>
<td>$4,317,734</td>
<td>$4,982,944</td>
<td>15.41%</td>
<td>$4,844,454</td>
<td>-2.78%</td>
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<tr>
<td>TOTAL</td>
<td>$53,781,209</td>
<td>$54,270,346</td>
<td>$53,960,485</td>
<td>$55,733,297</td>
<td>3.29%</td>
<td>$54,255,376</td>
<td>-2.65%</td>
<td>$50,105,207</td>
<td>1.41%</td>
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</tbody>
</table>

Year to date vs. previous year
Local Ironman Triathlon Participant Wins Season Husker Tickets!

This summer, 10 Lincoln companies offered their employees the opportunity to get healthier by participating in full and half triathlons as well as a weight loss challenge. The triathlons were done as a 4-week incentive program called the 2010 LiveWell Challenge, which focused on increasing physical activity, and encouraging healthy weight loss. Participants meeting health goals were entered into a prize drawing. Dozens of prices will be awarded to participants entered into the drawing. The grand prize is season tickets to the 2010 Husker football games and will be awarded Publisher’s Clearinghouse style on Thursday, July 29th at 10:00 a.m. at the National Arbor Day Foundation at 211 North 12th Street, Suite 501.

The LiveWell Challenge is offered by WorkWell, Inc., an organization that is co-sponsored by the Lincoln-Lancaster County Health Department. WorkWell has been dedicated to promoting wellness in the worksite through networking and education for more than 20 years. For more information on the LiveWell Challenge, please contact Lisa Henning at 441-8049, or Spencer Kerl at 441-4683.
A Technical Committee meeting is scheduled as follows:

**DATE:** August 4, 2010  
**TIME:** 1:00 p.m. - 1:30 p.m.  
**PLACE:** Public Works Conference Room #210, County/City Building

**AGENDA**

- Roll Call and Acknowledge the "Nebraska Open Meeting Act"

1. Review and action on revisions to the current [FY 2010-2013 Transportation Improvement Program](http://www.lincoln.ne.gov/city/plan/mpo/tech/agendas/100804.html) and proposed [FY 2011-2014 Transportation Improvement Program](http://www.lincoln.ne.gov/city/plan/mpo/tech/agendas/100804.html). Projects under consideration for federal funding include the following:
   - Lincoln South Street Bridge project (CN 11215K) – Add federal funding and advance the construction schedule.
   - Lincoln Citywide Durable Markings project (CN 13096) – Convert local funding to ARRA (Federal STP-Urban Stimulus Funds) funding.
   - Lincoln Citywide Crosswalk Markings project (CN 13097) – Convert local funding to Federal STP funding.
   - Lincoln A.V. Phase 1-N/S road, “K” to “Q” Street project (CN 11215A) – Adjust programming of federal funding to meet the construction schedule.

2. Other topics for discussion
Date:    ♦    July 28, 2010
To:      ♦    City Clerk
From:    ♦    Teresa McKinstry, Planning Dept.
Re:      ♦    Administrative Amendment approvals
cc:      ♦    Jean Preister

This is a list of the Administrative Amendments that were approved by the Planning Director from July 20, 2010 thru July 26, 2010:

**Administrative Amendment No. 07071** to Special Permit No. 07011, Wild Acres, approved by the Planning Director on July 22, 2010, requested by ESP, Inc., to move Lot 15 on Ashland Road to a location abutting N. 1st Street on property generally located at N. 14th Street and Ashland Road.
** ACTION BY PLANNING COMMISSION **

July 28, 2010

NOTICE: The Lincoln/Lancaster County Planning Commission will hold a public hearing on Wednesday, July 28, 2010, at 1:00 p.m., in the City-Council Hearing Room, County-City Building, 555 S. 10th St., Lincoln, Nebraska, on the following items. For more information, call the Planning Department, 441-7491.

The LPlan Advisory Committee will meet on Wednesday, July 28, 2010, from 11:00 a.m. to 12:45 p.m., in Room 113 of the County-City Building, 555 S. 10th Street, Lincoln, Nebraska.

The Lincoln/Lancaster County Planning Commission will meet on Wednesday, July 28, 2010, immediately following the regular meeting in Room 113 of the County-City Building, 555 S. 10th Street, Lincoln, Nebraska, for a workshop on “Review of Special Permits”.

** The workshop following Planning Commission has been canceled

** PLEASE NOTE: The Planning Commission action is final action on any item with a notation of “FINAL ACTION”. Any aggrieved person may appeal Final Action of the Planning Commission to the City Council by filing a Notice of Appeal with the City Clerk within 14 days following the action of the Planning Commission.

The Planning Commission action on all other items is a recommendation to the City Council or County Board.

AGENDA

WEDNESDAY, JULY 28 2010

[Commissioners Gaylor Baird, Lust, Esseks and Cornelius absent]

Approval of minutes of the regular meeting held July 14, 2010. **APPROVED, 5-0 (Gaylor Baird, Lust, Esseks and Cornelius absent)**
1. **CONSENT AGENDA**
   (Public hearing and Administrative Action):

**COMPREHENSIVE PLAN:**
1.1 Comprehensive Plan Conformance No. 10004, to review the proposed addition of Project #0607 Bison Trail Bridge Replacement to the City of Lincoln 2010/2011 – 2015/2016 Capital Improvement Program as to conformance with the 2030 Lincoln-Lancaster County Comprehensive Plan. The area of application is generally located where the Bison Trail crosses the Haines Branch Creek just south of West Van Dorn Street.

   **Staff recommendation:** Conformance with the Comprehensive Plan
   **Staff Planner:** Brandon Garrett, 441-6373, bgarrett@lincoln.ne.gov
   **Planning Commission recommendation:** A FINDING OF CONFORMANCE WITH THE COMPREHENSIVE PLAN, 5-0 (Gaylor Baird, Lust, Esseks and Cornelius absent).

**CHANGE OF ZONE WITH RELATED ITEMS:**
1.2a Change of Zone No. 10015, amending Title 27 of the Lincoln Municipal Code relating to Zoning by amending Section 27.41.040 to allow any permitted use which exceeds the maximum height permitted in the H-2 Highway Business District to be allowed as a special permitted use in said district; amending Section 27.43.040 to allow any permitted use which exceeds the maximum height permitted in the H-3 Highway Commercial District to be allowed as a special permitted use in said district; amending Section 27.63.250 to provide that a permitted use exceeding the maximum height permitted in the district may be allowed in the H-2 and H-3 zoning districts by a special permit; and repealing Sections 27.41.040, 27.43.040, and 27.63.250 of the Lincoln Municipal Code as hitherto existing.

   **Staff recommendation:** Approval
   **Staff Planner:** Christy Eichorn, 441-7603, ceichorn@lincoln.ne.gov
   **Planning Commission recommendation:** APPROVAL, 5-0 (Gaylor Baird, Lust, Esseks and Cornelius absent).
   **Public Hearing before City Council tentatively scheduled for Monday, August 16, 2010, 3:00 p.m.**

1.2b Special Permit No. 10027, to allow a flag pole to exceed the maximum height in the H-3 Highway Commercial District, on property generally located at N. 27th Street and Wildcat Drive. ***FINAL ACTION***

   **Staff recommendation:** Conditional Approval
   **Staff Planner:** Christy Eichorn, 441-7603, ceichorn@lincoln.ne.gov
   **Planning Commission ‘final action’: CONDITIONAL APPROVAL, as set forth in the staff report dated July 15, 2010, 5-0 (Gaylor Baird, Lust, Esseks and Cornelius absent).
   **Resolution No. PC-01210.**
PERMITS:

1.3 County Special Permit No. 07024B, for an extension of time to allow a mobile home on property during construction of a permanent residence, on property generally located at SW 14th Street and W. Olive Creek Road.

Staff recommendation: Conditional Approval
Staff Planner: Mike DeKalb, 441-6370, mdekalb@lincoln.ne.gov
Planning Commission recommendation: CONDITIONAL APPROVAL, as set forth in the staff report dated July 14, 2010, 5-0 (Gaylor Baird, Lust, Esseks and Cornelius absent).
Scheduling of Public Hearing before the Lancaster County Board of Commissioners pending.

2. REQUESTS FOR DEFERRAL:

COMPREHENSIVE PLAN:

2.1 Comprehensive Plan Conformance No. 10005, to review the proposed addition of Project #0605 City Owned Facility in Northwest Lincoln to the City of Lincoln 2010/2011 – 2015/2016 Capital Improvement Program as to conformance with the 2030 Lincoln-Lancaster County Comprehensive Plan. The area of application is generally bounded by I-80 on the south and east, West Upland Ave. on the north, and West Bond Street on the west.

Staff recommendation: Continue Public Hearing until August 11, 2010
Staff Planner: Brandon Garrett, 441-6373, bgarrett@lincoln.ne.gov
Revised Request for Deferral granted, with CONTINUED PUBLIC HEARING AND ACTION scheduled for Wednesday, September 8, 2010, 1:00 p.m.

3. ITEMS REMOVED FROM CONSENT AGENDA: None.

4. PUBLIC HEARING AND ADMINISTRATIVE ACTION:

MISCELLANEOUS:

4.1 Miscellaneous No. 10006, to release a portion of an existing public access easement and convert the remaining portion of the easement to a common access easement on property generally located west of S. 6th Street and Calvert Street.

Staff recommendation: Approval
Staff Planner: Christy Eichorn, 441-7603, ceichorn@lincoln.ne.gov
Had public hearing.
DEFERRED on vote of 3-2, with CONTINUED PUBLIC HEARING AND ACTION scheduled for Wednesday, August 11, 2010, 1:00 p.m. (Larson, Francis and Partington voting ‘yes’; Sunderman and Taylor voting ‘no’; Gaylor Baird, Lust, Esseks and Cornelius absent).
**AT THIS TIME, ANYONE WISHING TO SPEAK ON AN ITEM NOT ON THE AGENDA, MAY DO SO**

**PENDING LIST:** None

**Planning Dept. staff contacts:**

Steve Henrichsen, Development Review Manager . . 441-6374 . . shenrichsen@lincoln.ne.gov
Nicole Fleck-Tooze, Long Range Planning Manager . 441-6363 . ntooze@lincoln.ne.gov
Mike Brienz, Transportation Planner .............. 441-6369 . mbrienz@lincoln.ne.gov
Tom Cajka, Planner .................................. 441-5662 . tcajka@lincoln.ne.gov
David Cary, Planner ................................. 441-6364 . dcary@lincoln.ne.gov
Mike DeKalb, Planner ............................... 441-6370 . mdekalb@lincoln.ne.gov
Christy Eichorn, Planner ........................... 441-7603 . ceichorn@lincoln.ne.gov
Brandon Garrett, Planner .......................... 441-6373 . bgarrett@lincoln.ne.gov
Sara Hartzell, Planner ................................ 441-6371 . shartzell@lincoln.ne.gov
Rashi Jain, Planner ................................. 441-6372 . rjain@lincoln.ne.gov
Brian Will, Planner ................................. 441-6362 . bwill@lincoln.ne.gov
Ed Zimmer, Historic Preservation Planner ........ 441-6360 . ezimmer@lincoln.ne.gov

**The Planning Commission meeting**
which is broadcast live at 1:00 p.m. every other Wednesday will be rebroadcast on Sundays at 1:00 p.m. on 5 City-TV, Cable Channel 5.

**The Planning Commission agenda may be accessed on the Internet at**
http://www.lincoln.ne.gov/city/plan/pcagenda/index.htm
PLANNING COMMISSION FINAL ACTION
NOTIFICATION

TO : Steve Hubka, Finance

FROM : Jean Preister, Planning

DATE : July 29, 2010

RE : Comprehensive Plan Conformance No. 10004
(Parks & Recreation Capital Improvements Program - FY 2010/11 and 2015/16)

Please be advised that the Lincoln City-Lancaster County Planning Commission took the following action at their regular meeting on Wednesday, July 28, 2010:

Motion made by Taylor, seconded by Francis, to find the proposed addition of a new Bison Trail bridge as a project in year one and year two of the Lincoln Parks & Recreation CIP for FY2010/11 thru 2015/16 to be in conformance with the 2030 Lincoln/Lancaster County Comprehensive Plan.

Motion for a finding of conformance with the Comprehensive Plan carried 5-0: Larson, Partington, Francis, Taylor and Sunderman voting ‘yes’ (Lust, Cornelius, Esseks and Gaylor Baird absent).

Please let me know if you need any further information or if I need to do anything further with this CIP amendment.

Attachment

cc: Mayor Chris Beutler
    City Council
    Rick Peo, Chief Assistant City Attorney
    David Cary, Planning
    Brandon Garrett, Planning
    Lynn Johnson and JJ Yost, Parks & Recreation
PROJECT #: Comprehensive Plan Conformance No. 10004

PROPOSAL: To review as to conformance with the 2030 Lincoln-Lancaster County Comprehensive Plan, a proposed amendment to the FY 2010/2011 – 2015/2016 Capital Improvements Program (CIP) to add a new project in year one and year two to the Lincoln Parks & Recreation CIP for a new Bison Trail bridge to be located generally where the Bison Trail crosses the Haines Branch Creek south of West Van Dorn Street.

CONCLUSION: The proposed CIP amendment is in conformance with the 2030 Lincoln/Lancaster County Comprehensive Plan.

RECOMMENDATION: In conformance with the Comprehensive Plan.

GENERAL INFORMATION:

EXISTING ZONING: P Public Use District

EXISTING LAND USE: Green Space/Trail

SURROUNDING LAND USE AND ZONING:

North: P, green space
South: P, green space
East: P, green space
West: P, green space

COMPREHENSIVE PLAN SPECIFICATIONS:
This area is shown as “Green Space” on the Future Land Use map on Page 19.

This trail and grade separation are shown as “Current Trails” and an “Existing Grade Separation” on the Multi-Use Trails & Bicycle Facilities Plan map on Page 95.

ANALYSIS:
1. On May 12, 2010, the Planning Commission found the proposed 2010/2011-2015/2016 Lincoln Capital Improvement Program in full or general conformance with the 2030 Lincoln-Lancaster County Comprehensive Plan. At that time, the Bison Trail bridge over Haines Branch had not been closed due to structural deficiencies and thus the project to replace the bridge was not included in the
proposed capital program for the Parks & Recreation Department. When the most recent inspection of the bridge was conducted and found structural deficiencies necessitating closure, the process to add the new bridge project to the CIP began.

2. This Bison Trail bridge project is proposed to be added to the 2010/2011-2015/2016 Capital Improvement Program, with Other Financing totaling $375,000 in year one (2010/2011) and Parks & Rec Repair/Replacement Funds totaling $85,000 in year two (2011/2012).

3. In order for this project to fit in the upcoming budget year (2010/2011), Other Financing, including funding from the Lower Platte South NRD, private donations from the Great Plains Trail Network, and RTP grant funding through the Nebraska Game and Parks Commission, has been identified as the main funding sources for this project. Additional Parks & Rec Repair/Replacement Fund dollars are allocated to this project in year two of the program.

4. According to the City Charter:
   “The council shall not appropriate any money in any budget for any capital improvement project unless and until the conformity or non-conformity of that project has been reported on by the Planning Department by special report or in connection with the capital improvement programming process.”

   Because this project was not a part of the proposed CIP when a finding of conformance was made by the Planning Commission on May 12, 2010, it is now before the Planning Commission at this time so that a determination of conformity may be made and it may be added to the 2010/2011 CIP as an amendment.

5. This proposed Parks & Recreation CIP amendment is consistent with the 2030 Comprehensive Plan and a finding of “in conformance with the Plan” is appropriate. This project helps meet the goals and objectives of both the Comprehensive Plan and the mission of the Parks & Recreation Department to provide a multi-use trail system that serves the community. Per the Comprehensive Plan on Page 94, “Improvement of existing street and trail facilities that are presently suitable for bicycles and other users, and the development of an expanded system of bicycle-friendly roads and trails for the City of Lincoln and Lancaster County’s future have been expressed as strong community goals.” The Bison Trail and this particular trail bridge are specifically shown on the Multi-Use Trails & Bicycle Facilities Plan map on Page 95.
CPC #10004

Prepared by:

David R. Cary, AICP
Planner

DATE: July 14, 2010

APPLICANT: Lincoln Parks & Recreation Department
2740 A Street
Lincoln, NE 68502

CONTACT: JJ Yost
Planning & Construction Manager
TO : Mayor Chris Beutler  
Lincoln City Council

FROM : Jean Preister, Planning

DATE : July 29, 2010

RE : Final action by Planning Commission: July 28, 2010

Please be advised that on July 28, 2010, the Lincoln City-Lancaster County Planning Commission adopted the following resolution:

Resolution No. PC-01210, approving the request of Anderson Ford Lincoln Mazda for authority to construct an 80 foot tall flag pole which exceeds the maximum height of the zoning district, on property generally located at North 27th Street and Wildcat Drive. (Special Permit No. 10027).

This is final action unless appealed to the City Council within 14 days of the action by the Planning Commission; however, a condition of approval of this special permit is City Council approval of Change of Zone No. 10015, an associated text amendment to the Zoning Ordinance. This text amendment will be scheduled for public hearing before the City Council on August 16, 2010.

The Planning Commission Resolution may be accessed on the internet at www.lincoln.ne.gov (Keyword = PATS). Use the “Search Selection” screen and search by application number (i.e. SP10027). The Resolution and Planning Department staff report are in the “Related Documents” under the application number.
ARTERIAL REHABILITATION PROJECT NO. 540014
27th and ‘A’ Street Intersection
27th Street; ‘A’ Street - South Street

The City of Lincoln Public Works Engineering Services Department would like to take this opportunity to update you on an upcoming project in your area. Pavers Inc. of Lincoln, Nebraska has been awarded the contract on this project.

This project involves the removal of the 27th and A Street intersection, replacement with concrete pavement and installation of new traffic signals. 27th Street from ‘A’ Street to South Street will be milled and overlaid with new asphaltic concrete surfacing. On the north side of the 27th and South Street intersection, some street surfacing will be replaced with concrete pavement.

The contractor plans to begin work on this phase of the project on Monday, August 2, 2010. In order to construct this project, 27th Street will be closed to thru traffic from ‘A’ Street to South Street. This closure will be in effect for approximately five weeks. Detours will be set up on 16th Street and 17th Street to South Street to 40th Street and back to ‘A’ Street.

Residents on 27th Street will have access to their driveways for the majority of the construction time. During the asphaltic concrete paving operation, some disruptions are possible due to the asphalt cooling period. Please use caution while driving in the construction area.

If you have any questions regarding this project, please contact one of the following people.

Larry G. Duensing  
City of Lincoln Engineering Services  
441-8401

Mike Tidball  
Pavers Inc.  
786-5900

Holly Lionberger  
City of Lincoln Engineering Services  
441-8400
Van Dorn Street; 48th Street - 56th Street
Project #540009

The City of Lincoln proposes to mill and overlay Van Dorn Street from 48th Street to 56th Street starting August 4, 2010 weather permitting. The existing pavement will be milled and overlaid with new asphalt. Sub-standard ADA facilities (i.e. curb ramps and truncated domes) will be reconstructed to meet minimum requirements at all intersections. Van Dorn Street will be closed to through traffic for approximately 18 days. There will be lane closures before or after the closure for incidental work. The City will work with local businesses regarding access during construction. Access to local residences will be restricted at times. The contractor will be Constructors Inc.

If you have questions or comments, please contact one of the following:

Ron Edson, Project Manager
Engineering Services
(402) 525-9294
redson@lincoln.ne.gov

Gregg Leber
Constructors Inc.
(402) 430-2748
Mr. Anderson:

Thank you for providing input on the Mayor’s proposed budget recommendations. Your testimony will be forwarded to the StarTran Advisory Board for review when they meet on August 3, 2010 at 5:00 P.M., in the City Council Chambers.

Brian Praeuner
Transit Planner
StarTran
710 J Street
Lincoln, NE 68508
402.441.7673
402.441.7055 fax
bpraeuner@lincoln.ne.gov

From: Alex Andersen [mailto:aandersen55@gmail.com]
Sent: Monday, July 26, 2010 10:41 AM
To: Adam A. Hornung; Doug Emery; Eugene W. Carroll; Jon Camp; Jonathan A. Cook; Jayne L. Snyder; John Spatz; Mayor; Mary M. Meyer; Brian D. Praeuner
Subject: StarTran Routes 56/57

I am writing this to let my voice and many others be heard on the topic of eliminating the Neighborhood North and South Routes. During the LPS school year, there are students who ride these routes from Lefler Middle School, Mickle Middle School and Lincoln Northeast High School. If the 2 routes are cut, we would have to take a bus downtown and connect to another such as the 44 OST/SCC of the 54 Vet's Hospital. This at times can take up to 30-40 minutes waiting for one of the 2 routes and can take up to 70-80 minutes to get where we would like to go compared the the 25-30 on the Neighborhood North and South Routes. Along with that, you would be eliminating service the the Walmart at 84th & Fremont Streets. There are people that I know of that would not like the service cut to this store. In the winter when the downtown routes that go through neighborhoods are battling the snow and ice that sometimes is not plowed or dealt with for almost a week, these two routes are doing fine because they on the other hand, are not going downtown. They provide service from shopping center to shopping center. This is great during the holiday season when people are shopping for gifts. When Neighborhood South service SouthPointe Pavilions, the common problem with it was that it was sitting at time points for 5-10 minutes at a time because it had 15 minutes from point to point which is to much. When it serviced SouthPointe, it picked up people going to SouthPointe, Westfield Mall, and Edgewood Shopping Center. Many people on the route still wish it went out there so that they don't have to go downtown and transfer. With the South, it also provides service from Bryan Hospital East, to St. Elizabeth Hospital, and to the Vet's Hospital so that you can quickly go from one to the other. On the North route, you have UNI Place Pool which is only directly accessible by the Neighborhood North Route unless you would like to walk from 48th & Holdrege on the 42 Bethany Route or from 48th & St. Paul on the 49 UNI Place Route. Many summer day
camp groups take this bus to Anderson Library and UNI Pool while keeping the all ready crowded 41 Havelock bus from being even more crowded. Please do not cut these 2 routes. If any thing, please combine them to be like the the Saturday Routes 51/52 Gaslight/West A where they alternate so that one hour it is Neighborhood South and there is no North, and then the next hour it is Neighborhood North and no north all day repeating that cycle.

Please reconsider cutting these two routes as they benefit many people.

Alex Andersen
July 29, 2010

Carolyn Parde
4810 S. 77th Street
Lincoln, NE 68516

Re: Lincoln’s Ambulance System

Dear Ms. Parde:

Thank you for your email regarding my proposal to study the privatization of Lincoln’s ambulance system.

First, let me reinforce that regardless of whether the ambulance service has been provided by private operators or the Lincoln Fire and Rescue (LFR), citizens have enjoyed good service.

Second, with nine years under its belt, a review of how our service is provided is more than welcome. The current City-run system is expensive and although the system is now “in the black” ambulance fees have been raised substantially in recent years to achieve this. Furthermore, it has taken LFR nine years to repay its initial loan for the purchase of 11 ambulances. LFR is in the process of purchasing two new ambulances and has requested two more new ambulances in next year’s budget, each for approximately $150,000.

When LFR first purchased ambulances, it promoted a “box” ambulance which would permit the “remounting” of the box from one chassis to a new chassis, at great savings. Now, LFR claims this is not economical despite information I have provided that shows the “remounting” process can save 50% or more of the cost of a new ambulance.

Third, the personnel costs under a publicly operated ambulance system are much greater than under the private sector. Personnel costs for the entire Lincoln Fire and Rescue would be substantially less if it did not operate the ambulances because LFR would then be “compared” to other fire-only departments under Nebraska’s labor laws. Estimated annual savings of $2.5 million could be achieved. As a side note, if the fire union would work with the City and State of Nebraska to
modify the labor laws and provide compensation and benefit scales more in line with the private sector, then a publicly operated ambulance could also achieve similar savings.

Finally, I also favor a review of our entire LFR system because of changes in fire protection. Fire incidences are fortunately declining despite Lincoln’s ever increasing population. Approximately 80% of calls to LFR are for medical reasons—thus a quick response by ambulance service may be more economical than sending fire trucks and engines on every call. Essentially, fire departments across the nation and world have become “ambulance companies that fight an occasional fire”. This is largely due to our improved building and codes standards and fire preventative measures in construction materials. I advocate an emergency system that is ambulance-based to ensure the safety of our citizens.

Again, thank you for expressing your concerns. I trust that the above information will help you understand why a review of our ambulance system and fire protection system can enhance our citizens’ safety and provide financial savings in these times of fiscal challenges.

Best regards,

Jon A. Camp
Lincoln City Council
July 22, 2010

Jon Camp, Lincoln City Council
R. Adam Hornung, Lincoln City Council
Re: Lincoln's Public Bus Line

Dear Jon and Adam,

For years I have been concerned about the waste of taxpayers' funds in operating the extensive bus service throughout Lincoln. I see empty buses operating all over the city, seven days a week, at all hours of the day and night — and most of the time they are empty, or virtually so. Enclosed is an article from the Missoulian newspaper which describes similar waste in this college town located in northwestern Montana. It contains some specific statistics and interesting formulas for evaluating public transportation systems. It also raises important environmental concerns. I favor public transportation, but it must be cost effective — Lincoln's system is not.

I hope that you are both having a good summer in Lincoln — perhaps I could have coffee with you when I return from Montana in September.

Sincerely,
Charles Wright
Traditional public transit doesn’t fit

By CARL GRAHAM

We’re often told that public buses are the most cost effective and energy efficient means of transportation available for our cities. But a recent Montana Policy Institute study found that, as is often the case with one-size-fits-all solutions, this perception doesn’t hold true in rural states such as Montana.

When compared to driving private automobiles, public transit in Montana costs more and takes a greater toll on the environment per passenger mile than doing driving that same mile in a private vehicle.

In addition, high subsidies on public transit systems siphon away nearly half of Montana’s gas taxes that would otherwise be available to build, improve or maintain our public roads. These subsidies support a system that Montanans use to fulfill far less than 10 percent of our travel needs, despite the fact that it’s cheap or even “free” to the rider.

The cost per passenger mile of driving in Montana is substantially lower than that of public transit, and is mostly borne by the person doing the driving. Contrary to popular belief, there are few federal or state subsidies to highways. To the extent that subsidies do exist, local governments are the primary source.

The average cost of driving in Montana—including subsidies—is a little under 23 cents per passenger mile, or about a penny above the national average. The average cost of Missoula’s buses, meanwhile, is about $1.42 per passenger mile, 90 percent of which is paid by direct or indirect subsidies.

Using a different measure, Missoula transit riders pay an average 46 cents each time they board a bus, while others kick in nearly $5 to support each of those trips.

Public transit also takes a heavy toll on the environment. Missoula’s buses use nearly 60 percent more energy and release nearly 50 percent more carbon into the atmosphere per passenger mile than a light truck. A Toyota Prius would be over four times more efficient.

The major problem is that buses in Missoula and in Montana generally run mostly empty, filling just one-sixth of their seats. Bus systems in larger cities nationally are much more efficient per passenger mile for the obvious reason that they carry more passengers per mile. As a high mileage, low population state, we have to decide if want to spend and pollute more by promoting an ill-suited policy “solution,” or if maybe we should look at other options.

It’s quite clear that those of us who are concerned about either public expenditures or climate change and air pollution should be looking for alternatives to traditional urban transit models that rely on buses and scheduled routes to move people around. The question is whether we impose a solution by forcing more people to ride buses, or whether we seek choices that take into account local conditions while still meeting the needs of those who want or need public transportation.

There are many options available to help decrease the costs and environmental impacts of public transit in Montana. Removing state and federal government bias toward high cost, high emissions vehicles that run scheduled routes regardless of demand and allowing communities to tailor their transit programs to local conditions should be one of the first steps toward creating more cost effective and environmentally friendly systems.

Some options include smaller vehicles or shared on-demand taxis, privatization, and vouchers for those who need assistance. These types of systems would take people where they want to go when they want to get there at much less cost and with a much lower environmental impact.

The referenced study can be found at www.montanapolicy.org.

Carl Graham is president of the Bozeman-based Montana Policy Institute.
July 26, 2010

John Spatz
555 South 10th St.
Lincoln, NE 68508

Dear City Councilman Spatz,

I am writing in support of Steve Schwab and the City Forester position for the City of Lincoln.

I think it would be a huge mistake to eliminate the position of City Forester and replace it with a Volunteer Coordinator. To me, this is like eliminating the position of a highly trained specialized physician and replacing him/her with a medication aide. City Foresters do so much more than oversee the city’s arborists; they diagnose diseased trees, recommend replacement trees, plan for future outbreaks of insects (emerald ash borer), and manage the forest canopy for our great city. We have so many dollars invested in our urban forestry program. It seems a shame to let that deteriorate to the point that we no longer are known for our beautiful trees and shaded streets.

I know that trees cannot be compared to people, and saving lives is much different than saving trees. But, if trees are improperly pruned or planted in the wrong place, they can fall and kill someone. Simple as that. The City of Lincoln could get hit with a large lawsuit that would certainly wipe out any money saved by cutting the City Forester position. I would hate to see that happen.

Please restore funding and restore the City Forester position; be it Steve Schwab for now, or someone different down the line. This position is too important to Lincoln to be eliminated.

Thank you.

Kathy Wheeler

Kathy Wheeler
5910 Meadowbrook Lane
Lincoln, NE 68510

cc: Mayor Chris Beutler
InterLinc: City Council Feedback for General Council

Name: Dr William E Cannon, PhD
Address: 87 S Kitley Ave
City: Indianapolis
Phone: 3177965625
Fax:
Email: chadbox@SBCGLOBAL.NET

Comment or Question:
Honorable Council Members,
I realize that I am not a citizen of your community or state, but am concerned as a citizen of the United States. Just what is it about Illegal and Enforcing the law is it that your Police Chief doesn't understand? I am a former law enforcement officer, and the oath we take includes supporting and defending the Constitution of the United State, and the Laws of the town, county, state, and U.S.

Thank You for your valuable time.
Dr. W. E. Cannon, PhD,DD
To city Council Members:

Regarding amending Chapter 5.38, an ordinance change you will vote on July 26, I wish to explain an inequity that seems to be ignored by the writers of the bill. The section that explains the number of maintenance violations that an apartment building must have before it is penalized and put on a 6-month inspection rotation (and fined for each re-inspection) rather than the current 12-month rotation, is unfair to the owners of the larger buildings. As you will see, a 3-12 unit building must have 2 violations within one year; a 12-24 unit building is allowed one more - or 3 violations in a year; a 24-36 unit building is allowed 4 violations and every building with 37 units or more is allowed only 5 violations in a year before the six-month penalty kicks in. However, a 72-plex has twice the number of units and 96-plex has 3 times the number of units as the 36-plex but is allowed only the same number of violations before being penalized.

It doesn't seem at all equitable to me. None of us like to see any maintenance violations at all, but "things happen." It's not a perfect world. But our laws should at least try to be as fair and equitable to everyone as possible.

My understanding from visiting with Jon Carlson several times is that this change in law is intended to reward the buildings with no violations so the inspectors can concentrate on the "slumlords" with many violations - a worthy objective. However, a 4-plex can have violations equal to 25% of its number of units before being penalized, while a 108-unit building can have violations equal to only 3.7% of the number of units in the building before being penalized. That seems extremely unfair to the owners of larger buildings.

I suggest that this item be tabled until a more equitable city code can be developed.
as a Near South resident, I support performance based inspections.

Susan Melcher
Fire him and report him for misuse of funds, and if treason is an option do that, this is America. Enforce the law

Ron
Your honor,
I embarrassed by your chief of police, Casady, and his inane need to have a multi cultural committee in order to legalize "illegals". This is absurd and he doesn't have the authority to select which laws he will enforce. Given the circumstances cited, he should be terminated with cause and forfeit any pension, etc. This selectivity is the reason we are now loosing part of our Southwest to illegals and Mexican gangs. Stop this insanity NOW! Let him go to the southern parts of Texas and Arizona.

Sharylle Ballengee
having a police chief openly admitting he doesn't care to follow federal law... this is insane.
I thought I would share this with you:

Lincoln's police chief says it's not his job to help federal authorities enforce immigration laws. "I have absolutely no interest at all in helping the federal government do their job," he said.

Source: journalstar.com

Attached link: http://www.facebook.com/reqs.php#!/StandWithArizona

Every police officer in this country has an obligation to enforce the laws and if Lincoln's CoP is in fact harboring Illegal's, then he is just as guilty of committing the crime himself. Is this how you want the great state of Nebraska to be seen by the country?
<table>
<thead>
<tr>
<th>From:</th>
<th>Patty Fuquay [<a href="mailto:pb@wfquay.com">pb@wfquay.com</a>]</th>
</tr>
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<tr>
<td>Sent:</td>
<td>Sunday, July 25, 2010 8:32 PM</td>
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<tr>
<td>To:</td>
<td>Council Packet</td>
</tr>
<tr>
<td>Subject:</td>
<td>Illegal is illegal!</td>
</tr>
</tbody>
</table>

How can you condone a representative of your community refusing to enforce the law? He should immediately be replaced with a law abiding citizen!

Sent from my iPhone
Wow!!! What part of ILLEGAL does your Police Chief not understand?????
We live 10 miles from the border in southern Arizona and we can't hike in our beautiful mountains because of the horrible crime rate down here. Your turn is coming. If something isn't done now, it won't just be Arizona that is hurting financially, through the schools, crime and everything else you can think of. There is a HUGE difference between Immigration REFORM and ILLEGAL immigration. The law is the law. The Chief may want to go back to school.

Sincerely,
Pam Saderup
Hereford, Arizona
I just read about this dolt. If he is too stupid to do the job, Get rid of him NOW. This isn't a request.

Sincerely

D. Jeffreys

The New Busy is not the too busy. Combine all your e-mail accounts with Hotmail. Get busy.
Lincoln City Council and Mayor,

You call that a Chief of Police?! What a joke! You should be ashamed! How about a Chief who actually cares about LAWS?!

Disgusting!

-A citizen who gives a damn
You folks need to stand up and pay attention to what is happening. Your police chief has stated blatantly that he has no intentions of following the law and prosecuting illegals and will not help the Federal Government do their job in doing so. Every state needs to do their part in stopping and prosecuting the illegal aliens that are infiltrating this country. They have no business here and should be deported immediately. These people are sucking up our Social Security that every every American is intitle to. You need to replace your Police Chief and get one that intends to uphold the law.
Wow..... Obviously some corn stalks growing between this guys ears!!
His comments must be very embarrassing to the more intelligent residents of Nebraska.

Uh.... "Intervention" comes to mind with this guy! Hopefully you find a better suited candidate to up hold the law in Lincoln.
I'm very glad Tom Casady works for YOU and not within 1000 miles of me. How this guy became "Chief of Police" anywhere in this country is beyond me. He supports criminals, rather than enforcing the law. "Culture" has NOTHING to do with being a criminal. He is an insult to every law enforcement officer in the United States.

Maybe the street gangs here in SoCal will seek out your criminal refuge and leave here for a more criminal-friendly town like Lincoln, NE.

Joel Gelfand
West Covina, CA
July 21, 2010

Mr. John Spatz
Northwest District
555 S 10th St
Lincoln, NE 68508

Dear Mr. Spatz:

A great deal of discussion has occurred over the recent proposed changes to the staffing of the Lincoln Community Forestry Program. The Nebraska Department of Agriculture (NDA) would like to share with the Council some concerns with how these changes may impact the city and its ability to manage and respond to pest problems.

A significant component of any urban forestry program is proactive management of plant pest problems. To function adequately, the program must have staff knowledgeable about insect and disease problems that could impact the urban forest. That knowledge extends to diagnosis, management, and treatment of the pest problem. This knowledge base and skill set is vital for the management and maintenance of Lincoln’s trees. Without it, the city can expect a decline in the health of its trees, and an increase in costs associated with responding to large problems that could have been avoided.

In addition to the more commonly encountered plant pests, there are increasing numbers of exotic and invasive plant pests of concern to the state. The most obvious is Emerald ash borer (EAB), a beetle not yet known to occur in Nebraska, but one which could cause tremendous environmental and economic damage. NDA monitoring activity includes participation in the USDA National EAB Trapping Program. While EAB has not been found in our state, it is infesting trees in extreme northeast Iowa, a short car ride away. Employing a staff person highly knowledgeable on plant pests and their management will be a key component to the city’s early detection, monitoring, and mitigation program for EAB. Without this, it is likely that detection will be delayed and the insect allowed to spread, resulting in greater damage to the Lincoln urban forest and requiring greater monetary input for management. Municipalities in EAB infested areas indicate that enacting a proactive EAB program for reducing ash inventory and monitoring for EAB, prior to a positive find of EAB, saves significant resources once an infestation occurs. Highly trained, skilled staff are key to the implementation of proactive management activities which will aid in spreading out costs associated with EAB control, thereby reducing potential tax burdens created by mitigation efforts.
Other pests, such as gypsy moth, Asian longhorn beetle, and thousand cankers of walnut, are but a few of the invasive plant pests which threaten our trees. NDA monitors annually for gypsy moth, and adult moths have been intercepted in Lincoln in recent years. While these have been isolated incidents, and additional, extensive trapping has proven gypsy moth is not established in our state, it highlights the risk to the urban forest. It also shows the need for a highly trained and skilled municipal staff, knowledgeable on emerging pest issues, to manage the Lincoln Forestry Program.

I thank you for considering these comments on the need for a highly trained and skilled forestry staff, with the knowledge and ability to plan and implement proactive plant pest programs. In the long run, the city’s money will be well spent on proactive, preventative work, versus more expensive, reactive work.

Sincerely

BUREAU OF PLANT INDUSTRY

Julie C. Van Meter
Program Manager/State Entomologist
Please get law enforcement to do there job, illegals are exactly what they are illegally in this country and they take jobs Americans need.
InterLinc: City Council Feedback for General Council

Name: Tony Coppin
Address: 22801 Fortuna Lane
City: Mission Viejo, CA 92691

Phone: 
Fax: 
Email: acoppin@cox.net

Comment or Question:
Because the President of the United States refuses to honor his oath of office, that makes it acceptable for Chief Tom Casady to show selective contempt for his sworn duties?

If you want to see what outraged citizens can do, just take a look at what's going on in the City of Bell, California.
Dear Council members,

Please don’t delete the city forester position.

We are a Tree City USA.

We have thousands of trees that need expertise to trim, cull and plant.

This is the city forester expertise and will not be available by a volunteer.

A forest planner may be able to organize volunteers for mowing and trimming but will not have the expertise needed that the city forester has and is needed.

A week ago when we had high winds, just highlighted the need for a city forester and arborists. These jobs can not be done by volunteers.

I think we need to separate LPS from city services and we need to raise taxes to cover the city services and not LPS who already has more of the budget than it needs.

We need to maintain our care of the trees for generations to come, not cut the city forester position in the short term. We also need to support the critical services for police and firefighters. So an increase in taxes is needed for these services.

Please consider this when you are voting on the budget.

Thank you,

Peggy Struwe

Past president and current board member of the Hawley Area Neighborhood Association in the Malone area.

---

Hotmail has tools for the New Busy. Search, chat and e-mail from your inbox. Learn more.

The New Busy think 9 to 5 is a cute idea. Combine multiple calendars with Hotmail. Get busy.
Dear Council member:

I am in favor of the proposed performance-based inspections. Even though my duplexes are exempt now, I would like to see the inspections eventually extended to duplexes and single-family houses.

Gunter Hofmann

Gunter Hofmann
218 S.29th St
Lincoln NE 68510
402-435-8946
Dear Members of the Lincoln City Council:

We have been residents of the Near South for 33 years. In that time we have lost elm trees, flowering crab apple trees and maple trees on our parkway. We are concerned about the Mayor's new budget that deletes the City Forester and 2 arborists. In our 33 years in Lincoln we have enjoyed the fruits of City's tree planting. Care for our trees will not be adequately maintained without the services of a City Forester.

I urge you to maintain this important service in the upcoming budget. I am NOT opposed to a small tax increase in order to maintain this and other safety and security aspects of Lincoln.

Sincerely yours,
Robert and Mary Helen Peters
1745 S. 25th St.
Lincoln, NE 68502

This message was sent using IMP, the Internet Messaging Program.
I am writing this to let my voice and many others be heard on the topic of eliminating the Neighborhood North and South Routes. During the LPS school year, there are students who ride these routes from Lefler Middle School, Mickle Middle School and Lincoln Northeast High School. If the 2 routes are cut, we would have to take a bus downtown and connect to another such as the 44 OST/SCC of the 54 Vet's Hospital. This at times can take up to 30-40 minutes waiting for one of the 2 routes and can take up to 70-80 minutes to get where we would like to go compared to the 25-30 on the Neighborhood North and South Routes. Along with that, you would be eliminating service to the Walmart at 84th & Fremont Streets. There are people that I know of that would not like the service cut to this store. In the winter when the downtown routes that go through neighborhoods are battling the snow and ice that sometimes is not plowed or dealt with for almost a week, these two routes are doing fine because they on the other hand, are not going downtown. They provide service from shopping center to shopping center. This is great during the holiday season when people are shopping for gifts. When Neighborhood South service SouthPointe Pavilions, the common problem with it was that it was sitting at time points for 5-10 minutes at a time because it had 15 minutes from point to point which is too much. When it serviced SouthPointe, it picked up people going to SouthPointe, Westfield Mall, and Edgewood Shopping Center. Many people on the route still wish it went out there so that they don't have to go downtown and transfer. With the South, it also provides service from Bryan Hospital East, to St. Elizabeth Hospital, and to the Vet's Hospital so that you can quickly go from one to the other. On the North route, you have UNI Place Pool which is only directly accessible by the Neighborhood North Route unless you would like to walk from 48th & Holdrege on the 42 Bethany Route or from 48th & St. Paul on the 49 UNI Place Route. Many summer day camp groups take this bus to Anderson Library and UNI Pool while keeping the already crowded 41 Havelock bus from being even more crowded. Please do not cut these 2 routes. If anything, please combine them to be like the the Saturday Routes 51/52 Gaslight/West A where they alternate so that one hour it is Neighborhood South and there is no North, and then the next hour it is Neighborhood North and no north all day repeating that cycle.

Please reconsider cutting these two routes as they benefit many people.

Alex Andersen
Why take off both 56 South & 57 North neighborhood bus routes. I live by Westfield shopping center now & had to depend on those buses to go nursing home to visited my mom. Then take it back to Westfeild & have lunch before go home. How about get those smaller buses instead of those big one. That just waste of time & money for those big ones. About doing same thing with Southpointe, West A & Gaslight Village buses. I notices there wasn't hardly anyone on those buses.
I don't want to waste my time to catch Vet's from nursing home to go back downtown & then have to transfer over to O St to go back to Westfield & I could walk home from there. Sometime I'll just ride around loop to get off front of my place whenever it real hot & humid outside.
July 24, 2010

Dear Councilman Spatz,

This is in regards to our Lincoln senior centers and in particular, Lake Street Senior Center. We were told that we would have a couple people come to the center on Tuesday July 13 to tell us some things. They canceled that meeting. Then we were told that they were going to come on Tuesday July 20 and that meeting was canceled also. Well, yesterday, July 23, two people showed up unannounced with flyers stating that three of the senior centers were going to be closed by the end of August. Since we didn't know why these two people were coming to talk to us, our imaginations thought about all kinds of things & we wanted to know what was going on. Before all of this they didn't tell us of their plans ahead of time and there were no comments or input from us. Aren't senior centers about and for us?

Somebody decided to change the lives of many people without any discussions with the people involved. It would have been nice if they had been open and up front about their plans. Then everyone involved would have had their say and suggestions about the whole thing. Apparently they wanted to make a decision about many people and didn't want any static or opposition from them.

I like Lake Senior Center because:

It is easy to get to
There's plenty of parking
It's been a senior center for 30 years
There are smiles & laughter every day (extremely important)
Well behaved dogs are an occasional treat for us
Each person is important—not a number on a piece of paper
It feels like extended family
It is my home away from home
The various people are interesting to learn about
The neighborhood is safe to walk & exercise in
It's nice to have trees, flowers, squirrels & bunnies around
The two new pastors are friendly & outgoing
It feels good to be in a house of God
Kelle, the manager, is conscientious & has the health & safety of each person in her thoughts & actions

It would be a shame if the church went under because the senior center left. They have been so good to us. St James Methodist is the same church where the ladies made
delicious pies for the State Fair every year. There is no elevator although the chair lifts have worked adequately for the people who have used them and we’ve been here for the last 30 years. We were planning on making one room into our own little exercise room. We have played cards in three different rooms and had meetings & painting classes in other rooms. We have used the upstairs for yoga and other classes. Nurses, musicians and other people have presented us with their talents. We’ve had programs in the sanctuary of the church. The church has been very gracious in letting us use their facilities. It’s really been a close relationship between the church and the senior center. I think that every senior who goes to Lake Street is appreciative of what the church has done and is doing for us. We really like it there. I have been going to this senior center for the past 6 years because I choose to and it’s a great welcoming place to be.

There are a number of negatives about going to the downtown senior center, especially the traffic. I won’t list them here because I want this letter to be a positive one. There are positives for the downtown center also. The future changes sound somewhat good but the downtown location is not good for a combined senior center at this time. We have to think of the big picture and take the time & energy to choose what is best for our older people in Lincoln for the future. This takes time, planning, money, resources and not a quick temporary fix.

Seniors are individuals—just as important if not more so than younger people and they have a right to be heard and to be listened to. You know we are all getting older and sometimes wisdom does come with older age. Other countries listen to their elders and respect their combined and lived experiences. Just wait—we are all growing in age, if we are lucky enough physically and mentally to last many years. The majority of us want to be valued, worthwhile and a contributing force in our society. And yes, old dogs can learn new tricks & we don’t need to be led on a leash and we can all learn as long as we’re alive. We have a good thing going here—it works. Why would we want to change something that is going very well for us?

In this age of information overload & mindless spending, living beyond our means with credit cards, a material obsessed world, we need more personal interaction & good ties that bind us all together for a common good for a generally happy & contented life for each of us. If in the future we need a large, one site senior center in Lincoln—so be it........Bigger is not necessarily better. Right now we are happy to be where we are at Lake Street. Yes- this decision is important to me as well as many others and no- I haven’t written any other letters like this before. I feel this is important for you to know. Thank you for listening.

Gloria Bell
Dear Council Members,

I am writing to you regarding the Lake Street Center located at 11th and Stillwater in the St. James Methodist Church.

This Center is a place of such joy and comfort for its members and all its neighbors. To hear that there is a plan to close it just breaks my heart. Most of us need the ease of parking or short walking to get there. Otherwise, it would no longer be an option for many of us, including myself. I have attended lunches, and received all the services provided there, and know the people who attend. It is such a great service to this neighborhood, and has protected us in many ways.

Please consider the people who need this Center just where it is. Our neighborhood depends on it. And we are counting on you to do the right thing. Keeping it where it has been for 30 years is the right thing to do. Please help us.

Respectfully,

Nancy Grinstead, LCSW
Retired Clinical Social Worker
From: WebForm [none@lincoln.ne.gov]
Sent: Tuesday, July 27, 2010 9:25 AM
To: Council Packet
Subject: InterLinc: Council Feedback

InterLinc: City Council Feedback for General Council

Name: Nancy Loeffel
Address: 3432 M Street
City: Lincoln, NE. 68510
Phone: 402-499-2513
Fax:
Email: nancyloeffel@gmail.com

Comment or Question:
Dear Council,
I am urging you to move forward with the elimination of the city forester’s position. The taxpayers of Lincoln do no need to pay for a position which can be cut and provided by volunteers, as the mayor has recommended. It is time to look after the taxpayers and not just one individual, Steve Schwab, who would lose his position. While one never wishes for anyone to lose their job, the burden on the Lincoln taxpayers needs to be addressed and the city budget cut. This is a step in the right direction.

Thank you
Nancy Loeffel
Dear City Council:

Regarding the emergency medical services in Lincoln, please contemplate who will give the best care. Knowledgable and well-trained EMT's is very, very important. I believe the city firefighters (who are non-profit, well-trained and organized, and have employee and organizational stability and longevity) will provide the best care. They are also first on the scene.

I worked with the Bryan Mobile Heart Team (many years ago), and this is what I observed.

Thank you for your time and service.

Todd Cuddy
What's going on here, he swore an Oath to uphold the LAW. Instead He side steps it That is not right and should be investigated. He won't uphold the Law get rid of him. No one needs to Have Some not willing to do his job in that Office especially,

P.S. I don't know why, but you cannot simply reply to email from me. You need to type our email address (tnilesbn@quixnet.net) into the “To” box. Sorry for the inconvenience. Thanks!
If your police chief cannot enforce the law, then you should find someone who will. The law is the law regardless if it is federal, state, county or city. That is his job to ENFORCE the law. Race or culture should not be an issue, if they break the law, they go to jail. It is that simple.

Sincerely,

Angie Martin
How can you as a City Council, let Tom Casady continue work as your Police Chief? Here you have a Police Chief who has gone on record as saying it is not his job to enforce federal immigration laws. He lets a Multicultural Committee advise him on how to do his job and help illegal's. Please feel free to reply to me on this matter.

Richard 'Rick' Hansen
Councilman John Spatz  
555 South 10th Street  
Lincoln, NE 68508

July 25, 2010  

Subject: City Property Tax Increase

Dear Councilman Spatz:

The City property tax rate is insufficient to provide the revenues needed to operate a city you and I can be proud of. I need not detail all the problems, but ill-maintained streets and sidewalks and park trees, with a 25-year backlog of work which needs to be done, are prominent in many people’s thoughts.

The current property tax rate is **45% less** than it was ten years ago, and needs to be raised. I have asked the members of two groups of which I am a member, if they would support a 10% increase in City property taxes, and they—mostly retirees!!—overwhelmingly said yes.

80% of those present at the May 15 City Priorities and Budget workshop voted to support a 10% increase in City property taxes!! **80%!!** (This would amount to a mere $40-$60/household.)

Sir, there is widespread support for paying our way—for paying for the things we need, as a City!

Now we need leaders who believe in a Lincoln we and our children can be proud of—and have the political courage to respond to the majority who support a property tax increase.

I hope those leaders will be the members of our current City Council—you, John Spatz, and all your fellow Council members!!

Yes, there will be nay-sayers. But you should remember that they are not the majority.

Please—lead us to a better, financially stable, Lincoln.

Thank you. You will have the sincere appreciation of Lincoln’s citizens, now and in the future.

Robert L. Boyce, III  
Retiree  
402-770-6865  

[Signature]
The buck stops here

Lincoln's citizens seem to be discontented with their street repairs while being content with their low and unchanged city property taxes (translation: city revenues).

It would be helpful if the League of Women Voters, University of Nebraska-Lincoln, Nebraska Wesleyan University, Lincoln Independent Business Association, Common Cause, Lincoln Public Schools, tea party, Kaplan, Southeast Community College, 2015 Vision, American Civil Liberties Union, Republican Party, Democratic Party, Public Association of Government Employees, Lincoln City Employees Association, Lincoln M Class Employees Association and Lincoln Chamber of Commerce would exercise leadership in educating the citizenry on budget planning.

Just like businesses, a government's budget should be adjusted annually, commensurate with the appropriate Consumer Price Index and the change in population. Apparently, it is politically savvy, however, to wait until the average citizen finally realizes that government is underfunded and demands a revenue increase.

If government, like businesses, however, would make annual adjustments in revenues, commensurate with the CPI and population change, it would be less painful to the taxpayer than emergency increases once in a decade.

Presently, an elected official who would attempt to use such a logical approach would be voted out of office at the next election.

But the citizens never seem to blame themselves for poor decisions. The abuse they heap on the officials they elected may, however, explain why so few are willing to run for elective office.

But, because this is a democracy, the buck literally stops, of course, with the citizenry. Hopefully, leaders will educate and citizens will pay attention.

E. Wayne Boles, Lincoln
Contact Mayor Chris Beutler about his Chief of Police:
mayor@lincoln.ne.gov
Phone: 402-441-7511
Lincoln City Council:
Chief Casady,

You are breaking the law by not enforcing the law...

It's everyone's job to stop unlawful immigration!!!!!!

Amy H. Fell
Youngsville, LA 70592
I believe that leadership matters, that the trees that shade our streets and parks contribute significantly to our quality of life and that we are stewards of the investment our community has made in trees over the past century. I hope that you will keep the arborist positions in the proposed city budget and restore the city forester position. The investments that we are making in new public spaces like Antelope Valley and the Haymarket around the area are important. It is also important to take care of the investments that prior generations have made in our city.

--
Scott Baird
scottbaird2@gmail.com
When you stop a person that is here illegally, what makes you think that they are giving you correct information about who they are? They don’t have legitimate papers for our law enforcement people to use to track them so why would they admit that they were U.S. criminals? Open your eyes-these people do not have any legal rights if they are not U.S. citizens!
Dear Mr. Spitz,

I am writing to address my concern of the cut in funding to the Willard Community Center in the 2010-2011 City Budget. The Willard Center provides services to participants who are as diverse as their ages, Preschool Through senior citizens. The cutting of the Maintenance Funds to the building and the Teen program will negatively impact the whole neighborhood. Please don't cut funding without allowing the Willard Community Center Board and Staff time to transition to self-sufficiency. Allow them a phase-out period to receive grants, ask for Corporate Support, & Make plans for their future. The Willard Community Center has successfully maintained the only services to the West A Neighborhood since 1981 & I feel that the City owes them a chance to secure other funding.

Thanks,

Mary Nelson

July 27, 2010
Ms. Meyer,

Here is a feedback I tried to post on the Journal Star's website in response to an article that talked about a proposal to use the telecom tax money for the roads. Here is why I'm against that idea and in favor of giving Startran a boost. The website was glitchy and this and another feedback I tried to make would not post. I'll try another day with this one.

I'm against the telecom tax but if we have to have it, I propose adding money to Startran's coffers to keep the 56 & 57 midtown bus routes and making all routes run twice an hour during peak times on Saturdays if the money would cover that as well. If more took the bus instead of their gas-guzzling SUVs there would not be so much wear and tear on the roads, pollution, and wasted fuel not to mention accidents and injuries and deaths. Building more roads and expanding Lincoln city limits costs developers money to extend infrastructure and makes it all the harder to cover the whole city with efficient bus service. We need to build up. My sister lives in Barcelona and every building is 8 stories or taller. When my parents visited her they only saw a few gas stations, not on every corner like here. Our love of oil also holds us beholden to the unstable parts of the world that supply it. What do you think all those Middle-Eastern wars are being fought for? There are alternative sources of fuel for cars whose inventors have died suspiciously or tried to market their vehicles with no success thanks to the Auto-Big Oil Cartel. Google it. Also, not having a premiere public transit system discriminates against those who are elderly, disabled, and who can't afford a car. There also some people who prefer to ride the bus because it is better for the environment. Riding the bus is less stressful than driving since you don't have to deal with road rage, getting into a hot or cold car, scraping windows or warming it up in the winter and depending on where you live you may not have to even shovel. You can also relax on the way to work and read, do a crossword, and meet new friends and safely talk, text, and surf the 'net on your cell phone. There are some definite advantages. Now what Lincoln needs is a grid bus system that runs more often.
City Council

Thank you for taking the time to read this e-mail.

I have heard rumors of the possible elimination of the Vets Hospital Bus #54.

I am writing in support of this bus route. I live close to 82nd and Sandalwood Dr and only have a short walk to catch the bus. I take the first bus in the morning getting downtown shortly after 7:00. When I board the bus there are already two individuals on board with disabilities and we pick up several more along the route. Even though I would be able to walk the 8 blocks to 84th & O st in order to catch the O st/SCC bus #44 I don't think either of these two people could.

For a lot of us the bus is how we get around. I work at the University as a classified employee and I no longer can afford to drive my car to campus and pay for the parking. Bus #54 is the answer to my prayers. I have enjoyed taking the bus for several years.

I would ask you to please consider keeping Vets Hospital route #54.

Thank you for your consideration.

Maggie Van Diest
416-8250
Council members,

Please before giving in to the 2am closing time think about this. How many of you have "hung out" till 1:00am in the downtown area? I mean really see want goes on, Now picture all that compounded by another hour of drinking. Before you vote I suggest you spend some time out there at 1:00am to see what your voting about. That is why we elected you. Lincoln already has a big enough drinking problem now! Let the hardcore drinkers take they're measly $10.00 for that last hour and go somewhere else. Maybe then some of the other areas would not be so quick to go to 2am as well.

rex
InterLinc: City Council Feedback for
    General Council

Name: Carolyn Parde
Address: 4810 S 77th St
City: Lincoln, NE 68516

Comment or Question:
I am concerned about the proposal made by Jon Camp to privatize the ambulance service in Lincoln. My only source of information is from the news media, so if I have misunderstood the proposal, please let me know. As I understand, the proposal is to study the situation. I recall several years ago when the ambulance service was provided by a private company. At this time there were very serious concerns by the public. Then the fire department took over this responsibility and concerns by the citizens have diminished. We have VERY good ambulance and first aid service available now. They have made the system solvent and even have a little money left over. Now, is seems that Mr Camp wants to use this money for a study to see if this service should be changed to save money. If this is true, it is ridiculous - not a good incentive to do a good job and make a little money at the same time.

I would think the money they now have on hand would be better spent on other items that on a study to change a system that isn't broken.

Carolyn Parde
Belmont go to great, we should have a place to park down there. Most of the people drive their cars around the city. They are told to get into the smaller centers only. Some people are Boulevard Health. Some people are told to get into the smaller centers. Bob, the old timer, doesn't like to see a change in the city. Bob said, "I don't like to see this happen."

People? They are told to get into the smaller centers. The mayor, Mayor, wants to do something about this. John said, "We don't know what to do."
A Sandy Hume.
She was so small and cute, I knew to get off
and wanted out. Can see you, the crimson.
2 S. 51st were after 4 center. That room no
6821 S.

Sincerely,
790 W. 32nd
22nd October
Grace

Dear Sandy,

How are you? I've been well.

I'm hoch, I'm high and

Please try to get back to me.

I love you and wish you all the best.

And the manager gave you your cafe.

Somewhere, you see, but you
This morning I was extremely disappointed to find out that there is talk of eliminating the Star Tran bus route 54 Vets Hospital. While I understand we are all facing lean economic times, I think it is important for the city to make public transit a priority in light of the fact that public transit is heavily utilized by many who are employed by the local, state, and federal governments, as well as those attending and working for institutions of higher education and the public and parochial schools. Well supported public transit systems are also beneficial in terms of attracting commerce as well. It also seems extraordinarily inappropriate to eliminate a bus route that from my perspective has a fairly robust ridership and is quite popular. I utilize the Vets Hospital route to get to and from work five days a week and very rarely do I see the bus near to being empty. I also appreciate the use of the bus during times of inclement weather, such as this last winter. I ask Star Tran, the City Council, and mayor to not eliminate the Vets Hospital route.

Thanks for your consideration.

Sincerely

Christopher Nollett
I. CITY CLERK

II. CORRESPONDENCE FROM THE MAYOR & DIRECTORS

MAYOR
1. NEWS RELEASE. Haymarket streets to remain closed at least through weekend.
2. NEWS ADVISORY. Mayor Beutler’s public schedule for the week of July 31st through August 6, 2010.
3. Reply letter to Dr. Josiah from Rick Hoppe, Mayor Beutler’s Chief of Staff, regarding the City Forester position.
   a) Letter from Dr. Scott Josiah, State Forester, Director, Nebraska Forest Service, in reference to the proposed budget cut eliminating the City Forester staff position.

DIRECTORS:

HEALTH DEPARTMENT
1. NEWS RELEASE. West Nile virus found in mosquitoes in Lancaster County.

PLANNING DEPARTMENT
1. “Bright Ideas” on the Lincoln/Lancaster County Comp Plan Update. Corrected announcement - for one week you can vote on your favorite ideas in the Beautiful Places topic area.

III. COUNCIL RFI’S & CITIZENS CORRESPONDENCE TO INDIVIDUAL COUNCIL MEMBERS

IV. CORRESPONDENCE FROM CITIZENS TO COUNCIL
1. Email from Kitty Elliott, Marketing Director, StarTran stating concerns and suggestions to better serve StarTran and Lincoln citizens.
2. Letter from Cathey and Hugh McDermott, with photos illustrating very poor tree trimming practices, stating their support of keeping Mr. Schwab and the city forester position.
3. Letter from Mark Harrell. Concern over lack of priority Director Johnson places on public safety by not restoring the city forester position.
4. Letter from Darren Scherer, it seems ludicrous to think StarTran’s route 54 may be eliminated as it is the only route servicing the Veteran’s Administration and Saint Elizabeth Hospital.
5. Letter from Margaret Prey, with attached note from Margaret and Gary, and two (2) pages of senior citizen signatures, stating they do not want the Senior Centers to close.
6. Email from G. M. Powell regarding the proposed 2:00 a.m. bar closing time, expressing their heartfelt no for the additional hour.
7. Email from Tracy Corr in support of performance based inspections.
8. InterLinc correspondence from Wendy Wiss suggesting ways in which Lincoln can become a leader in responsible waste management.
9. InterLinc correspondence from Marilyn Oborny stating disappointment on the time of the City Council meeting rebroadcast.
10. Email from Amy Kobza Deutsch in support of the City Forester position being in the 2010 Lincoln City Budget.
11. Email from Tammy Duff on the Willard Community Center giving examples of the services provided and help needed to fund a grace period for their budget.
12. Email from David Nelson voicing his opposition to extending the Lincoln bar closing time to 2:00 a.m.
13. Email from R. Scott Sandquist. Give Lincoln bar owners the opportunity to stay open until 2:00 a.m. on Friday and Saturdays with perhaps a one to two year trial period.

V. INVITATIONS
See invitation list.
HAYMARKET STREETS TO REMAIN CLOSED
AT LEAST THROUGH WEEKEND

Portions of 8th and “Q” streets in the Haymarket will remain closed indefinitely as crews work on the building on the southeast corner of the 8th and “Q” intersection:
- 8th Street is closed from “P” to “Q.”
- “Q” Street is closed from 8th to 9th streets.
- The Haymarket Garage at 9th and “Q” Streets can be accessed from the east only.
- Only the northwest half of the 8th and “Q” intersection is open to traffic.

The streets were closed Thursday afternoon when a beam cracked and broke a water line, flooding the building. The historic Port Huron/Huber Manufacturing Building houses the Haymarket Theatre, From Nebraska Gift Shop and Licorice International. No other businesses in the area are closed. All sidewalks in the area are open except those adjacent to the affected building.

Those attending the Saturday Haymarket Farmers Market are encouraged to use parking areas south of “P” Street as well as City garages in the area. During the Farmers Market, vehicle access to the Post Office will be from 9th and “R” only.

- 30 -
Date: July 30, 2010
Contact: Diane Gonzolas, Citizen Information Center, 441-7831

Mayor Beutler’s Public Schedule
Week of July 31 through August 6, 2010
Schedule subject to change

Saturday, July 31
• Send-off ceremony for 1-134th Cavalry, Nebraska Army National Guard, remarks - 11 a.m., Haymarket Park, 403 Line Drive Cr.
• Open Harvest 35th anniversary celebration, remarks - 1:30 p.m., 1618 South Street

Sunday, August 1
• Pace Woods memorial service - 3 p.m., First Plymouth Congregational Church, 2000 “D” St.

Thursday, August 5
• Nebraska Association of Translators and Interpreters, remarks - 8 a.m., UNL Kauffman Center, Great Hall, 630 N. 14th St.
• Lancaster County Fair kick-off luncheon - noon, Lancaster Event Center, 84th and Havelock (entertainment tent)
From: Mary M. Meyer
Subject: FW: letter to Lincoln Mayor re: budget cuts to city forestry dept
Attachments: Lincoln City Forester position elimination final draft 7 23 10.docx
Importance: High

Dr. Josiah,

I am Rick Hoppe, Mayor Beutler's Chief of Staff. Thank you for the letter regarding the city forester position. We appreciate hearing your thoughts.

I thought it was important to respond to a portion of your letter in regard to the Emerald Ash Borer (EAB). You state that the best strategies as outlined in the state readiness plan for addressing the EAB are increased planting for diversity and the removal of poor quality ash trees.

Those objectives are primary reasons for the re-organization proposed by the Parks & Recreation Department Director, Lynn Johnson. A critical duty envisioned for the new community forestry planner is the establishment of a volunteer program to plant more trees. Lincoln is not replacing trees at the same rate at which they are being lost. This issue will become more critical when the EAB arrives in Lincoln. The Parks Department has a strong record of utilizing volunteers to fulfill unmet needs. The proposed program will lead to greatly increased tree planting at a time when it is needed.

In addition, we have added back two arborists to the Mayor's budget. With those positions restored and an increased number of employees who will be able to prune tees as part of Mr. Johnson's re-organization plan to cross train employees, the City will be able to better address the removal of dying or dead trees, another recommendation of the state readiness plan.

While the city forester is a valuable resource to the city, the position does not engage in arborist work nor tree planting. I think it is important as the public discussion on this issue continues to acknowledge that Mr. Johnson's plan will help address, rather than detract, from the fight against the Emerald Ash Borer.

Thank you again for your comments.

R.

From: Eric Berg [mailto:eberg2@unlnotes.unl.edu]
Sent: Friday, July 30, 2010 2:45 PM
To: Jon Camp; Jonathan A. Cook; Doug Emery; Eugene W. Carroll; Adam A. Hornung; John Spatz; Jayne L. Snyder; Mayor
Cc: eberg2@unlnotes.unl.edu; rerdkamp2@unlnotes.unl.edu; Scott J Josiah
Subject: Fw: letter to Lincoln Mayor re: budget cuts to city forestry dept
Importance: High

Please see attached, and correspondence below re: the Lincoln City Forester position forwarded on behalf of the State Forester, Director of the Nebraska Forest Service.
Comments and questions may be directed back to:

Dr. Scott J. Josiah
State Forester & Director, Nebraska Forest Service
102 Forestry Hall
thank you for your time and attention to this issue,
Sincerely,
Eric Berg

---- Forwarded by Eric Berg/SNR/IANR/UNEBR on 07/30/2010 02:30 PM ----
Scott J Josiah <sjosiah@unlnotes.unl.edu>                               To eberg2@unl.edu
07/26/2010 01:36 PM                                                      cc
Subject Fw: letter to Lincoln Mayor re: budget cuts to city forestry dept

Eric

I have unpredictable access to my email, thus, would you please forward this letter to the Mayor and member(s) of the City Council, and to NFS staff as you see fit.

Thanks
Scott

Dr. Scott J. Josiah
State Forester & Director, Nebraska Forest Service
102 Forestry Hall
UNLEast Campus
Lincoln, NE 68583-0815
PH: 402-472-1467
FAX: 402-472-2964
email: sjosiah2@unl.edu

The Nebraska Forest Service: Improving lives by protecting, utilizing and enhancing Nebraska's tree and forest resources.
July 23, 2010  
Mayor Chris Buetler  
555 S. 10th St, Suite 301  
Lincoln, NE 68508  

Dear Mayor Buetler,

As State Forester and Director of the Nebraska Forest Service I am writing in reference to the proposed City of Lincoln budget cut which would eliminate the City Forester staff position. I understand the harsh economic situation facing Lincoln, and appreciate the many difficult decisions that you must make to achieve a balanced budget.

It appears that the city is planning on creating and filling a new staff position entitled Community Forestry Planner that would essentially replace the City Forester position. I have reviewed the on-line description of the proposed duties and wish to share some thoughts. While the effort to address and retain some community forestry services and functions is certainly appreciated and needed, I believe that the Community Forestry Planner position’s responsibilities may not include key duties that would contribute to the protection of the health and viability of community forestry resource within the City of Lincoln. Specifically, there remains a need for continuous coordination with other agencies and city departments on tree related matters, and for broad oversight of and responsibility for the overall administration of Lincoln’s community forestry programs and resources. Further, the person providing these functions would be better qualified and more effective if they had a BS degree in urban/community forestry and/or arboriculture, and were an arborist certified by the International Society of Arboriculture, or the Nebraska Arborist Association.

The Nebraska Forest Service recently completed a multiyear effort to inventory and analyze the community forestry resource within the cities of Lincoln and Omaha. The draft report indicates that there are approximately 1.5 million trees within Lincoln which provide more than $1.4 billion in benefits. Unfortunately, there are over 108,000 ash trees in Lincoln which are highly susceptible to the emerald ash borer (EAB). EAB has now spread via firewood transport to eastern Minnesota, Iowa and Missouri, and has been spreading east, west and south at a rate of approximately one state/year. We cannot predict when EAB will arrive in Lincoln, but we know it is not a question of if it will arrive, but when.

The management and mitigation of this insect alone will almost certainly cost the City of Lincoln tens of millions of dollars. I believe it is in the best interest of the city of Lincoln to engage in proactive management (removal of poor quality ash, planting for diversity etc) as soon as possible to spread management costs and thereby minimize the impacts of the rapid loss of more than 7% of the canopy represented by ash. These strategies are outlined in the Statewide EAB Readiness Plan as endorsed by the City of Lincoln and other agencies and organizations.

The above efforts would be best accomplished by maintaining the functional job duties and oversight currently being conducted by the city forester position. I encourage you to support and maintain these critical functions going forward.
Thank you for your time and consideration in this difficult matter. Should you have any further questions please do not hesitate to contact me. I look forward to working with you in the future on a variety of community forestry projects and issues.

Sincerely,

Dr. Scott Josiah
State Forester, Director, Nebraska Forest Service
CC: City Council Representative
   Lynn Johnson, Parks and Recreation Director
Friday, July 30th, is the last day to enter your Bright Ideas for Beautiful Places into the Virtual Town Hall website! Please visit lplan2040.org and share your ideas with us.

After tomorrow the Beautiful Places ideas that have received at least 3 supporting votes will move into the comment period. For two weeks you will be able to review the ideas and add your suggestions for improvement. After that there is a two week voting period during which everyone can vote for their favorite ideas.

At the same time, the next four topics will be opening up, one at a time, to move through the same six week process. Our next topic is Bright Ideas for Getting Around.

Visit lplan2040.org and check out the creative and innovative ideas that are being shared. Then take the opportunity to share your Bright Ideas!

Sara S. Hartzell
Planning Dept.
City of Lincoln and Lancaster County
555 S. 10th St
Lincoln, Nebraska 68510
402-441-6371
Please note: The following schedule for Bright Ideas has been corrected.

Friday, July 30th, is the last day to enter your Bright Ideas for Beautiful Places into the Virtual Town Hall website! Please visit lplan2040.org and share your ideas with us.

After tomorrow the Beautiful Places ideas that have received at least 3 supporting votes will move into the voting period. For one week you can vote on your favorite ideas in the Beautiful Places topic area.

At the same time, the next four topics will be opening up, one at a time, to move through the same three week process. Our next topic is Bright Ideas for Getting Around.

Visit lplan2040.org and check out the creative and innovative ideas that are being shared. Then take the opportunity to share your Bright Ideas!

Sara S. Hartzell
Planning Dept.
City of Lincoln and Lancaster County
555 S. 10th St
Lincoln, Nebraska 68510
402-441-6371
The August 4, 2010 Urban Design Committee has been cancelled due to a lack of agenda items.

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
Dear Community Member:

The 2030 Lincoln/Lancaster County Comprehensive Plan and Long Range Transportation Plan (LRTP) are undergoing a major update that will extend the planning horizon to the year 2040. This update process is called LPlan 2040. You can find a great deal of information about the update process, background information and schedule of events at http://www.lincoln.ne.gov/city/plan/lplan2040/index.htm.

Part of the process to update the Lincoln/Lancaster County Comprehensive Plan and LRTP involves asking the community what ideas it has for the Plan. This is an invitation to submit a general proposal that will be given consideration for inclusion in the updated Plan. The proposal could include ideas for significant changes in land use, revisions to the Future Service Limit, or changes to policies embodied by the 2030 Plan. This outreach supplements the visionary brainstorming effort for the community called Bright Ideas, which is another avenue for you to contribute to the development of the Plan.

The submittal form and questionnaire attached to this email may also be found on the LPlan 2040 website or obtained at the Planning Department office. Please fill out both pages of the attachment and provide additional pages if necessary to help reviewers more thoroughly understand your proposal.

Proposals should be submitted to the Planning Department by 4:30 p.m. on Wednesday, September 1, 2010. Completed forms may be printed and mailed to the Planning Department, 555 S. 10th Street, Lincoln NE, 68508, or scanned and sent via email to mabendroth@lincoln.ne.gov. Once submittals are collected, they will be reviewed and considered.

If you have any questions, please contact Michele Abendroth at 441-6164 or mabendroth@lincoln.ne.gov.

NOTE: There is no filing fee for submitting ideas. The merits and applicability of all submittals will be reviewed by the Planning Department in conjunction with the LPlan Advisory Committee.
LPlan 2040
SUBMITTAL FORM FOR COMPREHENSIVE PLAN PROPOSALS
Lincoln/Lancaster County Comprehensive Plan and Long Range
Transportation Plan
Lincoln/Lancaster County Planning Department
555 S. 10th Street, Suite #213
Lincoln NE 68508

1. Name:__________________________________________________________

2. Name of Organization/Business (if applicable):__________________________

3. Address:___________________________________________________________
   City, State and ZIP:________________________________________________

4. Email:___________________________________________________________

5. Phone:___________________________________________________________

6. General Location of Proposal (if applicable):___________________________
   ___________________________________________________________________
   ___________________________________________________________________

7. Brief Description:_________________________________________________________________
   ___________________________________________________________________
   ___________________________________________________________________
   ___________________________________________________________________
   ___________________________________________________________________
   ___________________________________________________________________
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   ___________________________________________________________________
   ___________________________________________________________________
   ___________________________________________________________________

__________________________________________________________
Signature

__________________________________________________________
Date
QUESTIONNAIRE FOR COMPREHENSIVE PLAN PROPOSALS

Please answer the following questions about your 2040 Comprehensive Plan proposal. Please be as detailed as possible and provide additional pages if necessary.

1. Provide a description of the proposal in as much detail as possible.

2. Please explain why you think the proposal will benefit Lincoln and Lancaster County over the next 30 years.

3. Please explain how the proposal may have implications for other aspects of the Comprehensive Plan.

4. Which of the following best defines your proposal?
   a. Changing land use designation currently in the plan: Yes_______ No_______
   b. Changes to the Future Service Limit for Lincoln: Yes_______ No_______
   c. Policy changes (please provide a broad description): Yes_______ No_______

   __________________________________________
   __________________________________________
   __________________________________________
   __________________________________________
   __________________________________________

   d. Other (please explain): __________________________________________
   __________________________________________
   __________________________________________
   __________________________________________
   __________________________________________
   __________________________________________

   Thank you for your participation in LPlan 2040!
This is an email from a concerned citizen of the city of Lincoln. While in agreement with many of the proposed cuts I feel the need to point out some missed opportunities with StarTran. It sounds as though a much needed Field Supervisor position is being considered for cuts in exchange for not raising low income bus passes. This would create a hardship with supervisor staffing as there are already times when a supervisor cannot take time off of work due to not enough staffed supervisor hours. This would bring our city out of line for similar positions in other cities that we use in our comparability studies. I'm not sure if this has been put on the table before or not but in dealing with StarTran on a regular basis it is apparent that upper management is on the heavy side.

I am attaching some information regarding specific employee positions and their unique situations. It seems that there is an Office Manager position that is supposed to oversee the Office Assistant position. What seems to be the real case is that the Administrative Aide I position oversees the Office Assistant position as well as acts as the Director of Marketing for StarTran - for which there is no designated position. It is my understanding that this type of work is done by the Marketing department within the City so there is no need for a Director of Marketing within Startran or a Administrative Aide I since there is already an Office Manager and an Office Assistant.

With eliminating an Administrative Aide I position in StarTran, this employee has an opportunity to bid on/bump into like positions within the City, the Field Supervisor does not. This eliminated position may actually save even more money within the department and therefore help the City budget all the more.

Thank you for listening. Just wanted to offer another piece for consideration during this very hard time.

OFFICE MANAGER
FLEET

ADMINISTRATIVE AIDE I
FLEET

OFFICE ASSISTANT
FLEET

From: Kitty I. Elliott
Sent: Tuesday, July 20, 2010 11:11 AM
Subject: Vote for StarTran

Please go to the attached website and vote for one or both of StarTran buses. I don’t know how many times you can vote, but if you can vote more than once, please do so. [http://secure.pinnex.com/busridemotorvision/buswrap.asp?Category=Transit](http://secure.pinnex.com/busridemotorvision/buswrap.asp?Category=Transit)

Kitty Elliott, Marketing Director

StarTran, 710 "J" Street

Lincoln, NE  68508
Wed. July 28, 2010

City Council Members
c/o City Council Office
County City Building
555 South 10th St.
Lincoln, NE 68508

Dear City Council Members,

Enclosed are some photos of residential and commercial trees in the city of Grand Island. The photos illustrate very poor tree trimming practices that were allowed because Grand Island does NOT have a City Forester like Mr. Schwab overlooking the entire city tree plan.

This letter is in support of keeping Mr. Schwab and his City Forester position with the City of Lincoln. Please do not allow Lincoln to drift in an adverse direction when it comes to planning, planting, pruning and providing for our city's trees. Not having Mr. Schwab as City Forester is similar to having a football team without a head coach.

Sincerely,

Cathey and Hugh McDermott
Lincoln Residents for over 30 years.

cc: Mayor Chris Beutler
    Lincoln Journal Star Newspaper
    Steve Schwab, City Forester
July 29, 2010

Mr. John Spatz  
555 South 10th Street  
Lincoln, NE 68508

Dear Mr. Spatz,

I am writing to express concern about the lack of priority Parks Director Lynn Johnson is placing on public safety. I am a former member of Lincoln’s Community Forestry Advisory Board, and I wrote you last week asking that the city forester’s position be restored in the city’s budget. If the article in today’s Journal Star is correct, I have learned Director Johnson places a higher priority on improving the appearance of lawns in city parks than he does on identifying and removing hazardous trees that develop every year and that threaten lives and property. I believe his comments about not replacing the city forester position even if the funds were given to the Parks Department, and instead using the funds to do more mowing, suggest Director Johnson should either be removed from his job or be told by the City Council that he must maintain the city forester if funds are restored for the position.

The whole original idea of removing the city forester and two arborists now seems very suspicious. With hazardous trees already a constant problem, and with the emerald ash borer probably spreading to Lincoln in the next two to three years and creating dozens or possibly up to hundreds of new dead trees each year, it was impossible for me to see good reasons to eliminate the three forestry positions. Now with the two arborist positions restored, but not the city forester, and with Director Johnson saying he would not restore the city forester position even if the funds were restored, it seems clear that Director Johnson either just wants to get rid of Steve Schwab, or he has no idea of what the city will face in a few years, or both.

Lincoln desperately needs to keep a highly trained city forester on staff. Cutting this position will be just like sticking our heads in the sand. We will eventually learn the lesson from this mistake, but only after significant hardship. As I mentioned in my previous letter, if there ever were a bad time to eliminate a city forester, this would be it.

Sincerely,

Mark Harrell
Darren K. Scherer  
7110 Englewood Drive  
Lincoln, Nebraska 68510

July 27, 2010

Lincoln City Council  
555 South 10th Street; Room 111  
Lincoln, Nebraska 68508

To Whom It May Concern:

I am writing this letter because I heard it was recommended StarTran’s Route 54 be eliminated. There are conflicting reports as to whether the Mayor or the City Council made the recommendation; nonetheless, it has been suggested the only route that services the Veteran’s Administration and Saint Elizabeth Hospital be terminated.

Another reduction in the Lincoln bus system? You may as well eliminate it entirely. Clearly you are trimming the system to a few token routes. A modest city with essentially no mass transit system is absurd. The economy is rough and cuts can be necessary, gas is expensive. However, this is when your community needs this the most.

I am a veteran having served in Desert Storm. Vets make a choice to give their live if necessary to protect our freedom. It seems ridiculous to think there would be no bus serving the VA. Many Vets are injured and unable to drive. Envision one of these vet’s, now they cannot take the bus; do they walk? The VA is a landmark of Lincoln.

Another landmark is St. E’s Hospital. St. E’s is renowned for their care, particularly their Neonatal Care Unit. All high risk and premature births in the area are directed to St. E’s for delivery and care. It seems ludicrous to think parents and family members of these children would not be able to take the bus to visit them. St. E’s provides medical care for people all around Lincoln. Actually it seems nonsensical for any large hospital in the city to not be serviced by a bus route. The recommendation is short sighted.

A third landmark is the University of Nebraska; easily one of the city’s most valuable resources. UNL is essentially located downtown at the hub of the bus system. By eliminating another route, you are cutting of another section of town for public access to the university. High school graduates and adults in these neighborhoods seeking to further their education should be able to find public transportation. The recommendation is a step backward instead of forward.

I do not wish to belabor my points as they are clear-cut. Sometimes it is necessary to invest in your community and I believe this is one of those times. In a white collar, progressive city centered around a large educational campus, a focus on mass transportation should be an
increased focus. This latest recommendation is one final step towards mass transit elimination. One more mind boggling step backwards as technology is supposed to be propelling us forward.

Thank you very much for your time.

Sincerely Yours,

[Signature]

Darren K. Scherer

cc: Lincoln Journal Star
July 28, 2010

Mr. John Spatz
City Council
555 So. 10 St.
City-County Building
Lincoln, NE 68508-2860

Dear Mr. Spatz,

Can you help us keep our Senior Centers from closing? Four of our Senior Centers are scheduled to close and merge with the Downtown Senior Center. I drive my husband to the Belmont Senior Center almost every day it is open as part of his ongoing brain injury therapy from Madonna. I lost my job due to cancer and he lost his job due to his injury. At the Belmont Senior Center, we have found the chance to learn recreational games, exercise, gain healthy eating information, make much-valued friendships, and eat a healthy meal. Most importantly, we can do this in a small, quiet, helpful environment.

The current plans are to close the Asian, Belmont, Lake and Maxey Centers and move all four to the Downtown Center. We are told that we will receive free van transportation to the Downtown Center. That is not a big help since the great majority of us prefer driving our own car which gives us the freedom to leave as necessary instead of waiting until van time. Also, there have been reports of the van trips taking up to an hour or more one way. As for driving, downtown would be a real driving, parking, and walking problem for most seniors especially in inclement weather.

By closing all four of these centers, the only ones open would be the Northeast Partners in Aging Senior Center and the Downtown Center. Both would be large and noisy which would be very difficult if not impossible for many of us who suffer from the effects of strokes, head traumas, and dementia and are under doctor orders not to overexpose ourselves to environmental stimuli (noise ...).

We are hoping you might be able to help us keep at least one of these four centers open. Possibly the four centers could be combined and put in an outlying part of the city where there is ample parking close to the door of the center. Combining the centers would still result in a smaller, safer, center than the current plan of just adding us (approximately 160 seniors) onto the Downtown Center.

Every senior at the Belmont Center is opposed to being moved to the Downtown Center. Some of them put their names and addresses on the back of the attached fliers that we received last Monday. You are welcome to contact any of us. We are told the purpose of closing the centers is not financial, it's because of low participation. Maybe, running an item in the Lincoln Journal Star and Channel 8 and 11 introducingLincolnites to the existing centers and their services would build participation without having to close some. We believe most Lincolnites are not familiar with the concept of senior centers except for the warm meals they serve. We sincerely appreciate your time and consideration and are hoping there is some way to help us. Thanks again!!

Sincerely,

Margaret Prey
Margaret Prey (Belmont Center)
4121 Madison Av.
Lincoln, NE 68504
466-2495 or 580-5121
Dear Mr. Spatz,

Please be aware that some people (too many) at our center literally don't have food for supper. One couple has $80 a month for food. Their church gives them gas money to come eat at the center. When we play Bingo, we pay for noodles, mac & cheese, cans of tuna & 1017 paper. My daughter spends out $50 on food for us to take to the center for the ones who need to visit our trunk in the parking lot. We give away part of our lunch as someone has something to take.

Thanks again for the gift of your time and care!

Margaret & Dave
Kent Bankson
1025 N 23rd
Lincoln, NE 68503
314-6737

Betty Bottom
4140 N 10th St
Lincoln, NE
833-9790

Cliff Brise
5451 Enterprises Dr
402-730-0535

Norma Hatzel
1174 Furnas Ave
Lincoln, NE 68521
476-6732

Marion (Bev) Weaver
5404 Enterprise Dr
Lincoln, NE 68521
477-3711

Josephine Foutz
137 N 122 #203
Phone 491-9098

Phillip Bottom
4140 N 10 St
Lincoln, NE 68521

Betty Block
1800 Forkways
402-217-5888

Nancy A. Bauer
4619 Gladstone
402-464-8836

Alvin Folkens
1550 Latham St
Lincoln, NE
Ann Yeager
1500 Knop
474-2054

Doug Toepel
5436 Cloudburst Lane
Lincoln NE
438-5436

Diane Foits
745 Yunkon Ct.
Lincoln NE 68521
477-0459

Gary & Peggy (Margaret) Frey
4121 Madison Ave
Lincoln, NE
68504
466-2495

Cemmie Schumacher
4420 Leuen Ave.
Lincoln NE 68521
435-4180

Patsy Weber
1219 Elton Ave.
Lincoln, NE 68521
435-4478

Connie Snyder
2425 Forkways Blvd
Lincoln, NE 68521
438-8248

Connie Shook
241 E 42nd St. Apt. 308
Lincoln, NE 68505
442-3541
In case you are monitoring this email address before the meeting, may I once again express my heartfelt "no" for 2am bar closing time.

I would love to be at the meeting tonight, but my husband and I will be working at a bar at 8pm, working with exactly what you will be discussing tonight: intoxication, over serving, problems at bar close, added expense vs profit for the extra hour (paying bar staff, utilities and extra pay for extended entertainment time).

Thank you for considering my opinion.

G. M. Powell
RockStar Karaoke
402-430-9949
Council members:

Please vote to adopt the performance based inspections. Not only will these changes help keep the City of Lincoln looking good, they will shift the attention to problem properties and their owners (where it should be) and reward property owners who practice good maintenance habits.

In addition, a lot of people from many different organizations have come together to work on this issue and I feel this is a good collaboration effort that City government should promote.

Thank you in advance for supporting performance based inspections.

--Tracy Corr
1001 S. 37th Street (10)
Dear City Council Members;

We visit friends in San Francisco, originally from Nebraska, who proudly demonstrate to me how the city law requiring significant landfill waste reduction has transformed the way the citizens manage trash. I urge you all to look closely at these programs and consider how Lincoln can become a leader in the mid-west in responsible waste management.

Key components include a major effort to regulate disposable products so that they are compostable whenever possible and recyclable if not. For example, paper plates and pizza boxes go into the compostable bin, kept in the home and picked up by the city on collection day. The composted matter now fetches more on the market than the cost of collecting it and the landfill is not expanding.

Why should Lincoln avoid taking charge of this matter just because we have land? Please act. Here is one web page from which you can learn more about the program:

http://www.sfenvironment.org/our_programs/interests.html?ssi=3&ti=&ii=236

Wendy Weiss
1314 Garfield St./3708 J St
402-474-0543
InterLinc: City Council Feedback for General Council

Name: Marilyn Oborny
Address: 1500 SW 40th St
City: Lincoln, NE 68522

Phone: 
Fax: 
Email: mloborny@aol.com

Comment or Question:
I tuned in to Channel 5 on Saturday (7/31) at 1:00 to catch the rebroadcast of the city council meeting, as was posted on the website. Being broadcast at that time was the county commissioners meeting. How can I be assured of tuning in at the right time if I can't believe what is posted on the website? I was very frustrated.
Dear Council Members,

I am writing in support of the position of City Forester in the 2010 Lincoln City Budget.

In the proposed budget, Mayor Beutler has cut the Community Forestry program by eliminating the position of City Forester and 2 certified arborist positions.

Lincoln needs the experienced leadership of our City Forester now more than ever to maintain and protect Lincoln’s more than 1.5 million trees. In the next 1-3 years, Lincoln’s Ash trees will be damaged and/or killed by the infestation of the Emerald Ash Borer (EAB).

The City of Lincoln has adopted the Emerald Ash Borer Readiness Plan and we will need an experienced City Forester to implement and lead the plan. The devastation and tree loss is projected to be more than 10 times as many trees as the 1997 blizzard.

Please vote to restore these positions to the Forestry Program in the City Budget.

Sincerely,

Amy Kobza Deutsch
2733 Kipling Cir.
Lincoln, NE 68516
akobza@neb.rr.com
Dear City Council:

The Willard Community Center needs your help to fund a grace period that will allow the Willard Board and staff time to make plans for their future and adjustments to their budget. Telling them in July that you are pulling all funding in August has put a hardship on the organization and will have an impact on the services provided. We are thankful that you have provided support for the center and in turn for the residents of the West “A” Neighborhood for the last 30 years. We ask that you understand the immediate impact to the services provided and hope that you consider partial funding or a phase out period for the cuts. This will allow the Willard Community Center an opportunity to search for grants and other funding.

Willard was an important part of my own life for many years, as I grew up in the West A neighborhood and utilized Willard for all of my summer activities. (There was nothing else to do in West A except sit home and watch TV, or get into trouble somehow!) I have fond memories of one summer in particular, when Willard installed an above-ground pool on the basketball court. For one glorious summer, we had an actual community pool in the West A area!!! I am so proud of the huge role that Willard now plays in this community - it has grown immensely, and I am extremely impressed with the services they now offer.

I can tell you firsthand that this section of the city has been neglected for years. Roper, the school that was promised to my parents when they purchased their first home (which they still live in today) when I moved to the neighborhood in 2nd grade was fortunately in place by the time I had my own children. My kids are lucky enough to have attended Roper, where they had many of the same teachers and the same principal that I myself had at Lakeview back in the 70’s. I have always been so very thankful that Willard provided a safe place for my kids to stay before and after school. It is so important to be able to drop your children off at school and know that they are properly supervised. I don't know what we would have done without the before/after school program during those years, as it enabled me to have peace of mind while my husband and I worked at our jobs, neither of which provided a flexible schedule.

There are many West A residents in the same situation that my husband and I have been in, and I have major concerns over what the future of these kids will be if Willard is not given the chance to continue with the same programming. The staff at Willard is outstanding, and played a huge role in my kids’ upbringing, as they serve as positive role models and have a huge impact on the kids. A vital piece of their program is the support they give the kids (particularly the teens) in the after school program. This is more than just a 'babysitting' job. They have well structured homework time, and the kids are given help with their homework. Parents are contacted if grades are low or homework is not done. I have more than once had a comment or phone call about my kids' grades from the staff. They do care, and they do monitor their progress, and they do try their best to ensure success and good study habits. You won't find this at every after-school program.

This part of town is somewhat separated from the rest of the city - we have no swimming pool, no library, and bus service is very sparse. I will also add that several of the newer housing areas are not easily accessible via foot for lack of sidewalks, which makes it difficult for those children to even consider walking to school. Willard is one of the few things we have going for us. Willard provides transportation so that these kids can get out into the community and use city facilities, such as swimming pools, libraries, and other facilities during various field trips throughout the city.

The demand for Willard's services is very high, and in fact I know of some people who were very disappointed that they could not get enrolled due to a program being full. This program’s reputation is excellent. This is a growing community and there are MANY children and youth here, as the enrollment at Roper Elementary indicates. Although I currently live in the Yankee Hill area, my children are actively involved in West A activities, as their schools and friends are all tightly woven with the West A community. My youngest is still very involved in the summer program and teen program at Willard, and it will make a huge impact on many, many families if budget cuts for Willard result in a cut in services.

I ask that you please reconsider the cuts being made, and at a minimum, give Willard another year to find a way to recover from this financial blow. This community center is an investment in our future, and keeps many kids off the
street. The same money currently being spent by the city to support Willard will eventually be spent fighting graffiti and other problems that will result from too many kids having too much time on their hands. It is imperative that the West A community be able to continue with what little resources they have been given to date; please consider making this particular community center a higher priority now, and in the future.

Thank you for your consideration.

Tammy Duff
Willard Parent
Yankee Hill Resident
As a lifelong citizen of Lincoln, I would like to voice my strong opposition to extending the Lincoln bar closing time to 2 am. There are multiple reasons why this is a very poor idea: people in general do not need an additional hour to continue drinking and then hit the streets of Lincoln, a majority of the bars in Lincoln are within a 1 mile radius of the university of ne(student drinking is already a problem), Lincoln police are already stretched beyond their means and so on. There are absolutely no positives in this action for the citizens of Lincoln in general. The bar owners arguments are obviously self serving, but, are at the expense of the safety and well being of the community as a whole. The city council should be a proponent for the citizens and for the overall advancement of the city of Lincoln. This action is detrimental to the city of Lincoln and should be denied. Sincerely, David Nelson
Council & Commissioners,

Personally, the eventual impact of any decision on bar closing time(s) will not have any direct impact on my drinking habits, as I no longer frequent the bars as I once did, and I never stay till 1 PM closings. But I did frequently in my younger years, particularly on Fridays and Saturdays.

Ultimately, public safety clearly seems to be the primary issue, followed next by Lincoln bar owners’ rights to extend their business hours and to compete with surrounding towns’ bars that may decide to remain open till 2 AM; and finally by the corresponding rules you mandate upon the bar patrons. The public safety question seems to come down to Lincoln bars remaining open till 2, and people theoretically drinking more or too much before leaving, vs. people speeding to surrounding towns where bars may be allowed to remain open until 2 AM. Which is potentially most dangerous to public safety? That question can never be answered until Lincoln bars are given the opportunity to remain open till 2 AM; and see what the subsequent records indicate.

An option that I would support is giving Lincoln bar owners the opportunity to remain open till 2 only on Friday and Saturday. Why not Fri-Sat? Lincoln already has a different closing time for bars on Sunday, so any argument that different hours for different days is problematic is simply quite false. Making the closing times mesh with social behaviors rather than battling social behaviors seems to be a common sense approach that most people would probably support, perhaps an a 1 – 2 year trial before making this permanent. If denied, it is only a matter of time when someone speeds to an open bar in a surrounding town, and doesn’t make it. And then many will suggest it is the City Council’s fault.

Secondly, the Fri-Sat approach would seem to be more economically feasible for the Lincoln bar owners as well. Bottom line, I don’t think the Lincoln bar owners should be denied the opportunity to fairly compete, particularly on their busiest days. I ask that you allow Lincoln bars to remain open until 2 AM on Friday and Saturday. Thank you for your time and consideration.

R. Scott Sandquist, AIA
SANDQUIST CONSTRUCTION
3701 O Street, Suite 202
Lincoln, NE 68510-1698
402-466-2041
scott@sandquistcgi.com