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LANCASTER COUNTY CLERK

Meeting held at The City-County Building, 555 South 10th Street, Lincoln, Nebraska, on August 15, 2001, at 4:00 p.m.

PRESENT:

County Commissioners: Mr. Bob Workman, Chairperson, Mr. Ray Stevens, Ms. Kathy Campbell, Mr. Bruce Medcalf, County Clerk

City Council: Mr. Jon Camp *, Mr. Jonathan Cook, Mr. Glenn Friendt, Ms. Annette McRoy, Ms. Coleen Seng, Mr. Ken Svoboda, Mr. Terry Werner, Ms. Joan Ross, City Clerk

* Mr. Camp present at 4:20 p.m.

these proceedings. Any other nominations? Call the roll, please, County Clerk. COUNTY CLERK: Ms. Campbell? MS. CAMPBELL: Yes. COUNTY CLERK: Workman? MR. WORKMAN: Yes. COUNTY CLERK: Stevens? MR. STEVENS: Yes. MR. WORKMAN: And call the roll, please, City Clerk. CITY CLERK: Camp? Cook? MR. COOK: Yes. CITY CLERK: Friendt? MR. FRIENDT: Yes. CITY CLERK: McRoy? MS. McROY: Yes. CITY CLERK: Seng? MS. SENG: Yes. CITY CLERK: Svoboda? MR. SVOBODA: Yes. CITY CLERK: Werner? MR. WERNER: Yes. MR. WORKMAN: Thank you very much. Prior to reading a statement of protocol, I'd just like to mention that there are two County

(On August 15, 2001, at 4:00 p.m. at the City-County Building at 555 South 10th Street, Lincoln, Nebraska, with said County Commissioners, City Council members, and members of the public present, the following proceeding was had:)

MR. WORKMAN: We'll come to order here. Thanks for coming. This afternoon we're having a joint meeting of both the City Council and the County Board. Our first order here is to call ourselves to order. And Ms. McRoy, would you call the City Council to order, please?

MS. McROY: I hereby call the City Council to order.

MR. WORKMAN: And as Vice Chair of the County Board, we do have a quorum here, and I will call the Lancaster County Board to order at this time.

Our first order of business is the election of a Chair for these proceedings. Do we have a nomination?

MS. McROY: I nominate Bob Workman to be chair of this proceeding.

MR. STEVENS: Second.

MR. WORKMAN: Okay. There's been a motion and a second to nominate Bob Workman as Chair of

Commissioners who have a conflict of interest in these proceedings. However, Commissioner Campbell is here this evening, and she has a statement to read to you at this time.

MS. CAMPBELL: Commissioners, I have declared a formal conflict of interest in the beltway decision with the Nebraska Accountability and Disclosure Commission. As such, we will not participate in the discussion or decisions of the County Board on this matter. This is a called meeting of the Lancaster County Board and as such, as required at all public meetings for the Board, at least three Commissioners need to be present for a quorum. I am present today to meet that requirement. In order to have a public hearing today I will be present for the hearing, but will not participate in the discussions, questions, or the decision on the issue. I have discussed these matters and procedures with the Nebraska Accountability and Disclosure Commission, and the County Attorney's office yesterday, and it is with their guidance that I am proceeding.

Thank you.

MR. WORKMAN: Okay, thank you, Kathy.

This is a special concurrent meeting of the

1 Lincoln City Council and the Lancaster County Board
 2 on the proposed Comprehensive Plan Amendments for
 3 the South and East Beltways. In order to
 4 efficiently handle all of the comments, we require
 5 that anyone wishing to testify should sign in
 6 outside the hearing room. The names will be called
 7 by the Clerk, in the order in which they appear on
 8 the sign-in sheet. The Clerk will also read the
 9 name of the next two persons to speak. We ask that
 10 the next speakers please come to the front row to
 11 wait your turn.

12 The purpose of this hearing is to take
 13 testimony on all four proposed Beltway Comprehensive
 14 Plan Amendments. This hearing will be continued on
 15 August 22nd at 3:00 p.m. in this room. Each person
 16 is allowed to testify only once. Each person
 17 testifying should state their name and address and
 18 shall have five minutes to speak, unless additional
 19 time is requested and granted.

20 The Clerk will open the hearing to take
 21 testimony on all four Comprehensive Plan Amendments,
 22 all four beltway routes, both for and against the
 23 amendments at the same time. Again, anyone
 24 interested in testifying should sign in outside the
 25 hearing room at this time.

1 If you are speaking on behalf of a group,
 2 we would appreciate only hearing testimony from one
 3 speaker. The group being represented may stand in
 4 the audience to be recognized. If possible, it
 5 would be appreciated if speakers refrain from
 6 repeating anything that has already been said.

7 In order to permit as much testimony as
 8 possible today, the City Council and County Board
 9 members will limit their questions, except for
 10 questions to clarify comments made during the
 11 testimony. Questions of staff will be addressed at
 12 the end of this meeting.

13 While in session, the City Council and
 14 County Board are engaged in the performance of the
 15 public's business, and a commensurate measure of
 16 decorum should at all times be maintained. It is
 17 therefore requested during the course of these
 18 proceedings those members of the public in
 19 attendance refrain from using any audible mobile,
 20 portable, or wireless communication device,
 21 applauding, booing, or otherwise expressing support
 22 or opposition to a matter under discussion, except
 23 through testimony.

24 The City Council and County Board are
 25 scheduled to close the public hearing on August

1 22nd, and to take action later that day on all four
 2 amendments. We encourage that all written comments
 3 be submitted to the City Council and the County
 4 Board no later than 4:30 p.m. on Friday, August
 5 17th. If you have specific questions about the
 6 proposed routes as shown in the South and East Draft
 7 Environmental Impact Statement, staff is available
 8 at this time in the hallway to answer your
 9 questions.

10 I will now open the public hearing and ask
 11 the County Clerk to call the applications into
 12 record.

13 COUNTY CLERK: The four proposals involve
 14 Comprehensive Plan Amendment number 94-62, requested
 15 by the Director of Planning and the Director of
 16 Public Works and Utilities to amend the long-range
 17 transportation plan and other appropriate portions
 18 of the 1994 Lincoln-Lancaster County Comprehensive
 19 Plan to reflect the inclusion of the South Beltway
 20 as a four-lane freeway generally one half mile south
 21 of Saltillo Road from Highway 77 to Highway 2,
 22 including portions between north of Saltillo, east
 23 of 98th Street.

24 Comprehensive Plan Amendment number 94-63,
 25 requested by the Director of Planning and the

1 Director of Public Works and Utilities, to amend the
 2 long-range transportation plan and other appropriate
 3 portions of the 1994 Lincoln-Lancaster County
 4 Comprehensive Plan to reflect the inclusion of the
 5 East Far Beltway as a four-lane freeway generally
 6 between 134th and 148th Streets from Highway 2 to
 7 Interstate 80.

8 Comprehensive Plan Amendment number 94-64,
 9 requested by the Director of Planning and the
 10 Director of Public Works and Utilities, to amend the
 11 long-range transportation plan and other appropriate
 12 portions of the 1994 Lincoln-Lancaster County
 13 Comprehensive Plan, to reflect the inclusion of the
 14 East Middle Beltway as a four-lane freeway generally
 15 between 120th and 134th Streets from Highway 2 to
 16 Interstate 80.

17 Comprehensive Plan Amendment No. 94-65,
 18 requested by the Director of Planning and the
 19 Director of Public Works and Utilities, to amend the
 20 long-range transportation plan and other appropriate
 21 portions of the 1994 Lincoln-Lancaster County
 22 Comprehensive Plan, to reflect the inclusion of the
 23 East Close beltway as a four-lane freeway generally
 24 between 98th and 112th Streets, from Highway 2 to
 25 Interstate 80.

1 MR. WORKMAN: Thank you. And we have Mr.
2 Abbott and Mr. Henrichsen here from the Planning
3 Department and Public Works.

4 MR. ABBOTT: Mr. Chairman, I am Allan
5 Abbott, Director of the Department of Public Works
6 and Utilities, and as has been stated, we're here to
7 present to you the recommendation of the -- both
8 Department of Planning and Public Works to amend the
9 Comprehensive Plan to include the South Belt and the
10 East Middle as part of the Comprehensive Plan.

11 This resulted from a -- years of intensive
12 study, many public meetings, public hearings on the
13 Draft Environmental Impact Statement, and as a
14 result of all these meetings, studies, comments, the
15 management committee -- which was consisted of the
16 City of Lincoln, the Department of Roads, Federal
17 Highway Administration, and the County --
18 recommended the South Beltway and the East Middle be
19 the alternative selected for corridors for the
20 beltways.

21 Steve's now going to go through a short
22 recitation for you. Steve?

23 MR. HENRICHSEN: Thank you. Steve
24 Henrichsen, with the City of Lincoln-Lancaster
25 County Planning Department.

1 Before the presentation, I would like to
2 clarify one item that was included in news coverage.
3 It was an item that incorrectly stated we had
4 requested only people attend one of the two
5 hearings. The request that went out was that people
6 only testify at one of the meetings, but certainly
7 the public is welcome to attend both of these
8 meetings today on the 15th and the 22nd, if they so
9 choose.

10 What we want to do is briefly go through
11 the presentation to the recommendation on the four
12 Comprehensive Plan amendments. We have revised the
13 presentation slightly from the previous
14 presentations that have been presented to the public
15 to address some of the questions that were asked by
16 City Council and the County Board at a common
17 meeting of August 6th.

18 At the end of the presentation we will also
19 briefly explain the five memos that the city staff
20 have prepared in answering some of those questions.
21 Copies of those memos are available at the rear of
22 the room.

23 Very briefly, then, going over the
24 Comprehensive Plan beltway items, to start with
25 where we are currently today in the Comprehensive

1 Plan, and that is that we have a study corridor for
2 the South and the East Beltways generally running
3 from 98th Street on the east to east of 148th Street
4 on the south from Pine Lake Road to south of Bennet
5 Road. Our current status is this is a rather large
6 area which was included in the Comprehensive Plan in
7 1994, and this has been in the study area ever
8 since.

9 Before we get into the details of the
10 actual review, it's very important to talk about
11 what were the goals of the Comprehensive Plan of
12 1994 in regards to the South and East Beltway.
13 Certainly including and conducting the study was an
14 important part of the Comprehensive Plan. And it
15 also talked about, the Comprehensive Plan, it was
16 important to complete a circumferential road
17 network, the beltway was, and it's also to be
18 providing a route for external truck traffic. The
19 South and East Beltway were identified as very
20 important links to providing truck traffic and in
21 completing the loop road system around the city.

22 Additional goals, though, also went on to
23 discuss the beltway should be looked at in terms of
24 linear open space, and that this should be a major
25 opportunity also to include trail development in the

1 South and the East Beltway, and also Antelope Valley
2 and other projects. So this is also another goal
3 that is fairly relevant to the plan.

4 Another goal that really looked at
5 combining the trails, the open space, and also
6 perhaps stone water items all within a multiuse
7 corridor. This also looked at utilities, that the
8 South and East Beltways should be looked at as more
9 than just a simple road network.

10 In terms of the analysis of the South and
11 the East Beltways, there are goals that pertain to
12 the impact of a potential South and East Beltway.
13 That we should be looking at traffic patterns that
14 are compatible with existing land uses, including
15 rural and urban neighborhoods: That we should be
16 preserving highly productive agricultural land,
17 protecting ecological and historic sites in the
18 county; that we should be trying to preserve and
19 enhance areas of prairie, other significant
20 ecological resources; and that we should be looking
21 at beyond just automobile transportation. That we
22 should be looking at the mobility needs of the
23 community as a whole, and trying to have a balanced
24 system in terms of transportation network.

25 So it was with all of these goals in mind

1 that we started our analysis of the four routes. As
2 Allan Abbott mentioned, this is a fairly long
3 history in terms of the process. We thought we'd
4 very briefly go through the history.

5 Again in November 1994 the adoption of the
6 Comprehensive Plan, the South and East Beltways,
7 were included in the study. Consultants were hired
8 in August of '95. In March of '96 the first
9 amendments to the Comprehensive Plan in terms of the
10 Beltway was extended to study areas south of Bennet
11 Road. Throughout most of '96 and '97, the
12 consultants evaluated many different alternatives.
13 You have seen some of the maps for those from the
14 Draft Environmental Impact Statements. There were
15 literally hundreds of different routes in the
16 initial analysis.

17 In June of '97 the consultants came forward
18 with a recommendation to eliminate the East Far
19 route. Also at the time in a SuperCommons meeting,
20 which is a nonbinding meeting of the Planning
21 Commission, City Council, County Board, and Mayor,
22 at that point in June '97 recommended the
23 elimination of the East Close route.

24 In August, citizens comments were held,
25 again at a forum of a SuperCommons. And then within

1 a year and a half, December 15th, 1998, the joint
2 meeting of City Council and County Board, as we have
3 today, there was a vote that in terms of the Draft
4 Environmental Impact Statement, the DEIS, that just
5 in terms of the Draft Environmental Impact
6 Statement, that only the East Far route should be
7 considered to that point. The Comprehensive Plan
8 was not amended at that point. There was only a
9 recommendation -- a decision at that point to look
10 at only the East Far route for the Draft
11 Environmental Impact Statement.

12 However, within a few months of that, in
13 early 1999, the Federal Highway Administration,
14 FHWA, directed that really, in terms of the Draft
15 Environmental Impact Statement -- and I'll try to
16 limit my acronyms as much as humanly possible --
17 that all three routes in the east should be
18 considered, and it should not be just the East Far
19 alone, in terms of meeting federal guidelines.

20 So from that standpoint forward we
21 continued with the work to look at all three of the
22 east routes and the one south route, connect --
23 collect all of the information for the Draft
24 Environmental Impact Statement, which was released.
25 An open house was first held in March, which 350

1 citizens attended, to provide information about the
2 Draft Environmental Impact Statement. A public
3 hearing to meet federal guidelines was held in April
4 on the Draft Environmental Impact Statement, and the
5 comment period was closed on June 15th of this year.

6 After the comment period was concluded, the
7 staff at that point -- we had been working very much
8 on our reports and analysis -- at that point
9 released our draft recommendation at the end of
10 June. The Planning Commission meetings were held
11 at -- in July, and we're now going through the City
12 Council and County Board joint meetings, both today
13 and again next Wednesday, the 22nd, back in this
14 room at 3:00 p.m.

15 Going specifically to our recommendations
16 for the South and East Beltways, starting first with
17 the South Beltway, which generally connects Highway
18 77 and Highway 2, the corridor is generally south of
19 Saltillo Road, except for it angles over to Highway
20 2. We looked at the transportation functions, and
21 the Comprehensive Plan that the Beltway was to
22 complete. It was to have a circumferential road
23 network, it was envisioned that providing internal
24 traffic relief, providing a new truck route around
25 the city; and again, as the goals stated, this

1 should be a multiple-use corridor for trails, open
2 space, utilities, and potential for alternative
3 transportation modes.

4 Specifically, then, looking at the South
5 Beltway itself, it certainly would be one part of
6 completing the circumferential road network. In
7 terms of internal traffic relief, it does provide
8 relief for Highway 2. When things have been very --
9 try to be very clear about -- that it will not
10 reduce traffic on Highway 2 but will certainly
11 reduce the amounts of increase in traffic on
12 Highway 2.

13 It would also certainly serve the future
14 urban area, which the current Comprehensive Plan has
15 extending all the way down Saltillo Road itself. It
16 would provide a very important new truck route for
17 the city. Trucks that are currently using Highway 2
18 would be able to use the South Beltway. And in
19 terms of the multiple-use corridor, there's
20 certainly some potential there. LES has expressed
21 an interest in looking at the South Beltway route
22 for a future yet unbuilt LES transmission corridor,
23 and there's certainly some potential for that route
24 in terms of trails and open space.

25 For the South Beltway itself, it would

1 require the relocation of five homes and one
2 business, would impact 23 acres of residential uses.
3 There would certainly be adverse noise impact on
4 five homes; potentially other homes that would also
5 receive increase in noise, though not to an adverse
6 level. It lists also some of the other impacts in
7 terms of wetlands and prairies.

8 Overall, the project cost is estimated at
9 \$107 million. Already \$4.1 million has been
10 allocated in federal funds set aside for the final
11 design and preliminary acquisition of this Beltway
12 corridor.

13 The recommendation of both the City of
14 Lincoln Planning Department, Public Works, and the
15 unanimous recommendation of the Planning Commission
16 was approval of the route, for the reasons in terms
17 of transportation functions. Also the Comprehensive
18 Plan implications, in that all steps have been taken
19 to minimize the impact to homes, businesses,
20 environment, and certainly given the length of the
21 route, eight miles, I think the amount of impact to
22 the area has been minimized as much as humanly
23 possible.

24 Now turning to the East Beltway routes, I
25 think one of the important parts of the discussion

1 on the East Beltway has been is it a beltway or is
2 it a bypass? In looking just very generally at a
3 definition, a beltway is part of a circumferential
4 road network, usually skirting around the edge of an
5 urban area; where the bypass is almost always deemed
6 in terms of completely going around a community, and
7 is not necessarily part of completing the
8 circumferential road network.

9 So we looked at both the South and East
10 Beltways as completing of the system. One of the
11 questions that was asked of the staff is, how many
12 miles would the Beltway be in total? It would be
13 44.3 miles in distance that would include I-80 and
14 Highway 77, which would be approximately 23 miles
15 already completed of the Beltway system. The 13
16 miles of the East and 8 miles of the South would
17 complete the Beltway system.

18 Another question that was asked was in
19 terms of what were some of the nonbeltway options
20 that were looked at. In terms of the DEIS, the
21 Draft Environmental Impact Statement, certainly
22 there was a no-build option entirely. Which would
23 look at just continuing with our current plan, our
24 long-range transportation plan of four-lane road
25 improvements, six lanes on O Street; and then some

1 other options were looked at as well that were not
2 beltway options, but were the road improvement
3 options beyond within our transportation plan today.

4 That included, the first option, looking at
5 98th and Yankee Hill Road as a four-lane road with a
6 crossing at Wilderness Park; looking at Pine Lake
7 Road as potentially six lanes rather than the four
8 lanes that is planned for today, again, with a
9 crossing at Wilderness Park. And the third option
10 was studied in terms of 98th and Yankee Hill Road as
11 four lanes, but without a new crossing at Wilderness
12 Park, but instead widening the existing roadway
13 through Wilderness Park, which would be South 14th
14 Street.

15 In terms of each of these options, the
16 no-build option has the least time saving, and also
17 in terms of not providing even the minor amounts of
18 traffic relief on Highway 2 and 84th Street.
19 Highway 2 between 56th and 84th Street would be over
20 the design capacity for the level of service C, and
21 so potentially we'd have to be looking at six lanes
22 of Highway 2. And 84th Street likewise would be
23 over the design capacity for a level of service C.

24 In terms of option number 1, for nonbeltway
25 options, 98th and Yankee Hill Road were eliminated

1 because of the park impacts, and also the economic
2 analysis that showed little benefits. The six lanes
3 on 84th and Pine Lake Road were eliminated, because
4 that would require the removal of 45 homes, and just
5 the overall very significant impact of the option of
6 84th and Pine Lake as six lanes. 98th and Yankee
7 Hill Road were also eliminated because of the
8 potential widening of 14th Street through the park,
9 and the overall analysis.

10 So with that, each of those three
11 nonbeltway items were -- or options were removed.
12 However, we do need to clarify that still the
13 no-build option, the option in terms of not having
14 an East Beltway at all, is still certainly an option
15 that could be considered, and that we would point
16 out some of the, again, the least time savings that
17 this would have and some of the potential traffic
18 impacts of that route.

19 In addition, the Draft Environmental Impact
20 Statement at a later phase some questions were asked
21 in terms of could 148th Street be an option. We
22 looked at, first, four-laning 148th Street, not as a
23 beltway but just as through arterial road standards.
24 It had higher social impact than East Far. It did
25 have a lower cost, but there was also significantly

1 less travel savings because we'd continue to have
2 multiple access points to many houses along 148th
3 Street having their individual driveways. This
4 route did not provide a connection to I-80, so it's
5 not held included in the beltway system.

6 And also we most recently have also heard
7 concerns from Waverly and their Comprehensive Plan,
8 in terms they would like to downplay 148th Street
9 through their community. They have new residential
10 on the east side of 148th Street, and their schools
11 are on the west side of 148th Street, so they
12 certainly have some concerns about that route.

13 We also looked at 148th Street in terms of
14 converting it to a beltway itself, with frontage
15 roads, eliminating the access points. This actually
16 had a far higher impact than the East Far did. It
17 required the removal of the 30 houses, including the
18 removal of two historic properties. On the screen
19 here are some pictures from Prairie Homes, a small
20 community, an incorporated community on both sides
21 of 148th Street, which shows some of the -- a bank,
22 the grain elevator, and a shot of one of the homes
23 in that area.

24 So turning from the nonbeltway and the
25 no-build options, looking at the three specific

1 routes on the east, starting first with the East Far
2 route, which is generally between 134th Street and
3 148th Street, in the general vicinity of 141st, the
4 East Far in terms of its transportation functions
5 would complete the circumferential road network.
6 However, it would have very low impact in terms of
7 internal traffic relief, in the range of 4 to 8
8 percent. It would establish a truck route, but has
9 some limitations in terms of a multiple-use
10 corridor. The LES corridor is already established
11 in this area, and this route, it would be distance
12 in terms of its potential for open space.

13 Also looking at the comp plan implications,
14 the socioeconomic and environmental comparisons,
15 the -- a very quick listing there of 8 homes would
16 be required to be relocated, adverse noise impacts
17 to 7 homes, visual impact to 41. Also lists some of
18 the impacts in terms of wetlands and native
19 prairies. In a comparison with some of the other
20 routes it has the same environmental impacts as the
21 East Middle, but it has more residential relocations
22 than the East Middle. It has more visual and more
23 noise impacts than the East Middle.

24 In most categories it has fewer impacts
25 than the East Close. East Close has more impacts in

1 almost all of the categories than both East Middle
2 and East Far.

3 And certainly one thing that is -- received
4 a certain amount of attention is the impacts on
5 historic structures. The Draft Environmental Impact
6 Statement notes that in terms of Federal Guideline
7 Section 4(f), the draft statement, there were no
8 impacts. However, in terms of the local review, we
9 found that there are seven potential historic
10 properties on this particular route, including the
11 Stevens Creek Stock Farm, which is already on the
12 National Register, and the Herter/Hagaman/Sartore
13 Farm, which is also on the National Register.

14 Comprehensive Plan implications continuing,
15 the estimated amount was \$128 million. No federal
16 funds have been set aside for any of the east
17 routes. It would require the improvements of more
18 roads even from the existing communities today to
19 the East Far routes.

20 Another item that certainly received a lot
21 of discussion in terms of the East Far and other
22 routes was urban sprawl, concerns that the roadway
23 itself would cause urban sprawl. I think in our
24 review we thought the goals of the Comprehensive
25 Plan certainly encouraged contiguous development,

1 encouraged efficient use of the infrastructure. We
2 have a fifty-year history of comprehensive planning
3 in Lincoln-Lancaster County, and overall we really
4 felt that the -- in looking at the Comprehensive
5 Plan, that roads do not dictate the future. It's
6 really up to the community through its adopted plans
7 to really determine the growth patterns, not the
8 roadway itself.

9 For all of the previous reasons discussed
10 in the presentation, we recommended denial of the
11 East Far as the less efficient route, the least
12 travel savings, the greatest cost in terms of paving
13 arterial streets leading to it. Generally has more
14 impact in a few categories than the East Middle. It
15 has more impact to historic properties, and overall
16 we have another alternative which is better, and
17 that is the East Middle.

18 In terms of the East Middle, which is
19 generally in the area between 120 and 134th and the
20 area of around 127th Streets, again, looking at
21 transportation functions, again, only having a minor
22 internal traffic relief, would provide a
23 circumferential road network and truck route; and
24 most importantly, I think for the East Middle as
25 part of the overall reasons for approval is that it

1 does provide a very good potential for a multiuse
2 corridor.

3 The example we have given is the area of
4 Highway 2 between 40th and 48th Street, as an
5 example, you see on the screen here on the left the
6 East Middle route near Van Dorn where we have
7 existing LES power lines today in comparison to
8 Highway 2, where you have a road corridor, you have
9 a trail, you have open space, you have stone water,
10 you have Beale Slough, and you also have the LES
11 transmission lines.

12 Just generally, give you a picture of where
13 these fall, here's a shot of the East Middle route.
14 It shows that the LES transmission lines cover -- is
15 parallel with that route for the vast majority of
16 the route, in connection with potentially the MOPAC
17 Trail. There are already some private open space
18 uses such as the Crooked Creek Golf Course and the
19 Boy Scout site along this corridor. Again, it is
20 within half a mile generally for a five, six mile
21 stretch of Stevens Creek itself, providing some
22 opportunities for open space along the East Middle
23 route.

24 In terms of the Comprehensive Plan
25 implications, again, it does call for the relocation

1 of four homes, adverse noise impact to five, and
2 some of the other impacts in terms of visual impact,
3 wetlands and native prairies. Certainly, while we
4 note that it has less residential relocation impact,
5 we don't want to minimize the fact that all of these
6 routes, including the South, will certainly have
7 residential impact. Either by requiring homes to be
8 relocated, such as two of the homes that we have
9 shown here, or potential noise impact or potential
10 visual impact.

11 So with all these routes we very carefully
12 weighed that there is not a route possible without
13 having some amount of impacts to existing
14 residences.

15 In comparison with the other routes, again,
16 the same environmental impacts as the East Far.
17 Fewer impacts in all categories than the East Close.
18 And fewer impacts on historic structures than the
19 East Far as well. An estimated cost of \$152
20 million, and when looking, again, at all of the
21 factors combined, not just any one factor alone, we
22 had recommended approval of the East Middle route.
23 The Planning Commission also recommended approval of
24 the East Middle route, by a five to two vote. The
25 complete transportation functions of the plan, and

1 has the least impact in terms of the Comprehensive
2 Plan implications.

3 Finally, with the East Close route, very
4 quickly going over some of its potential
5 transportation functions: Again, would provide a
6 circumferential road network, provides the most
7 internal traffic relief, but again, it's fairly
8 minor, in the range of five or six percent,
9 depending on the particular length along 84th
10 Street. It would provide the truck route, but has
11 very little potential in terms of a multiple-use
12 corridor, again, with LES routes even already being
13 established, and this route being more distant from
14 Stevens Creek itself. It requires only the
15 relocation of six homes, but certainly has more
16 impact in terms of adverse noise impact, and the
17 most impact in terms of visual impact, on 58 homes.
18 And again, as mentioned, has the most impact in
19 terms of wetlands and some of the other
20 environmental concerns. It does not have any impact
21 in terms of historic structures.

22 Again, list very briefly some of these
23 comparisons with other routes. The estimated cost
24 of the East Close was \$147 million. It is a more
25 expensive route when you combine it with the South

1 Beltway, because it requires three interchanges to
2 connect with Highway 2; with the South Beltway as
3 well. It would have the least amount of improvement
4 of existing roads between the city and the East
5 Close itself.

6 In looking at many items all together, I'd
7 recommend the denial of the East Close. The
8 Planning Commission also recommended unanimously
9 denial of the East Close and the East Far. Again,
10 in terms of transportation functions, it required
11 significant backtracking to complete, and it has the
12 greatest implications on existing residences.

13 Very quickly, just to highlight the memos
14 that we have presented to you -- before you, this
15 memo number 10, these were in addition to the nine
16 memos that we had presented to the Planning
17 Commission. Memo number 10 just lists again the
18 length of the entire route, which would be 44 miles
19 for the entire beltway.

20 Memo number 11 is rather lengthy, and in
21 order to have time for the public to speak I won't
22 go into the full details of it. But it gives some
23 of the detailed information in terms of the
24 floodplain impact. Certainly with any of the
25 routes, including the south route, in the future

1 there will be the need to look at what is the
2 potential alternatives in terms of floodplain
3 impact. Certainly there are different opportunities
4 in terms of either lengthening bridges or structures
5 to minimize the flood impact, widening the channel,
6 or potentially, if property would be impacted by a
7 rise in the properties, looking at acquiring that
8 property as part of the open space for the route.

9 So it does give some of the requested
10 information in terms of the number of crossings,
11 which were -- of those are minor and which ones were
12 major. It also lists the number of acres that would
13 be within the corridor that are within the
14 floodplain.

15 I would also mention that as requested, we
16 have several other agencies here today. We have
17 federal highway and Nebraska Department of Roads
18 representatives. We also have Glenn Johnson, with
19 the Lower Platte South NRD. I would note that Glenn
20 Johnson will not be able to stay for the end of the
21 meeting, so if there are floodplain questions, Glenn
22 would be available at this point, or we could ask
23 Glenn to come back again on the 22nd at the
24 beginning of the meeting.

25 Memo number 12 basically lists what would

1 be the steps required after approval, for
2 completion. It gives you some idea of the range, in
3 terms of the number of months, for upcoming steps.
4 Again, wanted to note that if -- using the South as
5 an example, there would be additional time for
6 additional public hearings to discuss with the
7 public the pros and cons of different routes. A lot
8 of the testimony we heard at Planning Commission
9 were people requesting could the route be located
10 200 feet this way or that way. Certainly there
11 would be some additional input through the Nebraska
12 Department of Roads process for that type of a
13 discussion. Those timelines are discussed in memo
14 number 12.

15 Memo number 13, we were requested to look
16 at truck volumes on 84th Street and 148th. A count
17 was done for both of those streets. We would add a
18 note of caution, though, that unfortunately, because
19 84th Street is closed between South and A Streets,
20 that the counts for 84th Street may be significantly
21 different at any given time. Probably trucks
22 are already searching out a different alternative
23 for that route. So it gives some of the ideas in
24 terms of the percent of volumes. Both 148th and
25 84th, even today, had a higher amount of trucks than

1 one would typically anticipate on a residential
2 street.

3 The last memo was requests we received
4 previously to give some idea in terms of the cost
5 estimates per mile for a freeway, in this case a
6 freeway with interchanges and without interchanges.
7 Very much kind of a generic sense, what those kind
8 of costs might be in comparison to what a four-lane
9 or a six-lane arterial road might be. These costs
10 do not include the right-of-way acquisition, and so
11 the city arterial streets do not include other
12 items, such as sidewalks and street trees.

13 With that, we've also had passed out the
14 list of people who have requested to testify, unless
15 there are any questions of staff at this point.

16 MR. WORKMAN: Thank you, Steve.

17 UNIDENTIFIED SPEAKER: Do you want to save
18 questions for staff until the end?

19 MR. WORKMAN: I would prefer that, that we
20 save questions to staff, with the exception of Glenn
21 Johnson, because of his time schedule. Are there
22 any questions of Glenn Johnson at this time on
23 floodplain issues?

24 MR. STEVENS: Could Glenn perhaps review
25 the impact of these three alternatives on the

1 existing or proposed NRD ponds? Would that be
2 appropriate?

3 MR. JOHNSON: I'm Glenn Johnson, NRD. Your
4 question was --

5 MR. STEVENS: What impact any of these
6 three alternatives on the East Beltway might have on
7 existing NRD ponds or proposed NRD ponds.

8 MR. JOHNSON: Each of the three East
9 Beltway routes has a potential for some impact on
10 one or more structures. The process we're going
11 through with the ponds right now, the flood control
12 structure, within the next two to three years all of
13 those will be constructed and in place. We're
14 acquiring right-of-way now for the first group
15 we're designing. We've got funding for constructing
16 most of those.

17 As we've looked at those, we, though, do
18 not see that it will mean either/or. The structures
19 can be made to exist and designed into a future
20 roadway. If it is not possible to do that in
21 the design of the roadway, then because of the
22 funding requirements, they would be required to
23 mitigate to replace that flood storage that might be
24 impacted.

25 So as to whether or not there's -- we think

1 we can avoid, by the design of the actual roadways,
2 at any one of the -- the alignments, the potential
3 impact on the structures. If there is an impact,
4 then it would have to be mitigated, because of the
5 state funding going into it.

6 MR. STEVENS: Okay. Thank you.

7 MR. WORKMAN: Thank you. Any other
8 questions? Go ahead, Jon.

9 MR. CAMP: Hi, Glenn. The question I have
10 is something that constituents have raised, and
11 that's -- it is something beyond the total decision
12 of the beltway, but we're getting a 300 foot
13 right-of-way. The question arose, as with flood
14 control and exemplifying or analogizing to the
15 Interstate, where we had a lot of sandpits and all
16 that were excavated, so we had dirt and fill for the
17 overpass. Do we have an opportunity in coordinating
18 the beltway as ultimately it's designed so that we
19 can create a very attractive green space that's even
20 wider than the 300 feet, and is that a practical
21 objective, or does that increase the costs, or can
22 we work with developers and owners of the adjacent
23 lands to designate those lower line areas as good
24 flood control and make it a very attractive
25 thoroughfare?

1 MR. JOHNSON: The City and the Natural
2 Resource District together are in the process of
3 doing basinwide storm water management plans for
4 actually the entire city and the area surrounding
5 the city. Stevens Creek will be one of -- we have
6 to set a schedule for that, but it will be one of
7 those.

8 As doing -- in doing that, certainly you
9 could look at the opportunities that could be
10 created for enhancing the storm water in that basin
11 by where any excavation was made, or where fill was
12 put in place, for any of the -- any of the roadways,
13 on any of the alignments, where they're steep and
14 where they would actually cross the Stevens Creek
15 Basin.

16 So that could be made very compatible
17 wherever there's a crossing of a drainage way or
18 even a small watershed or subwatershed. It's
19 certainly possible to design in detention storage
20 into the structure that goes under the roadway.

21 MR. CAMP: And then along with that, too,
22 you know, we've had controversies or concerns in the
23 last several years over replacement of soccer
24 fields, or the scouting program has wanted
25 facilities, I know they're one of the routes, on

1 some land they've acquired. And we also have the
2 noise concerns that Steve has laid out for us for
3 the residences along the area.

4 And I think some of the people that have
5 visited with me just raised the questions, can we
6 accomplish a number of objectives with the ultimate
7 beltway? And a lot of that would be along the flood
8 control, but then maybe perhaps create a bigger
9 expanse which mitigates other concerns like noise
10 and then provides recreational areas that we want
11 somewhere, but might be very compatible in a flood
12 control area.

13 MR. JOHNSON: I think that in the future
14 that could be very -- a very compatible use
15 within -- within the corridor, is the use of the
16 floodways, the floodplains, for any kind of
17 recreation or public access. Our interest at this
18 point is simply in the -- that the District's
19 working on is simply for their flood storage
20 capacity in the floodplains, but I know that in the
21 county planning process, the Stevens Creek
22 initiative that we studied certainly identified
23 those types of uses in the corridors and in the
24 stream corridors. I think that -- you know,
25 certainly could be very compatible use with the --

1 with whatever beltway location.

2 MR. WORKMAN: Thank you. And your
3 question, Mr. Friendt?

4 MR. FRIENDT: Well, actually a couple. Is
5 the floodplain that's identified in the maps we're
6 seeing, is that a 100-year floodplain?

7 MR. JOHNSON: Yes. That would be the 100-
8 year floodplain, and in some cases the floodway is
9 also delineated within the floodplain.

10 MR. FRIENDT: And so far, in the work
11 that's been done, does it adequately answer the
12 issue of what the Middle Beltway and the amount of
13 construction that would be required -- not just the
14 beltway itself, but the crossroads -- how that will
15 affect flooding and the floodplain? Does it
16 adequately answer those questions?

17 MR. JOHNSON: If you're talking about
18 what's contained in --

19 MR. FRIENDT: The memos, yes. And the
20 DEIS.

21 MR. JOHNSON: The DEIS? I think there's
22 one more piece to that. It does address it as far
23 as it's gone, but the final design of any of the
24 locations, that then also has to determine doing the
25 modeling, the actual modeling, of what's being

1 designed. And there are alternative ways to design
2 to either lessen the impact or mitigate the impact.
3 But there would be.

4 So yeah, I think the DEIS and the
5 memorandum has outlined what the potential impacts
6 are. It will be in the actual design, though, in
7 that design process, to determine how those impacts
8 are managed. Whether there's a design that in
9 essence decides or determines that a no rise of any
10 amount is acceptable, or whether or not there's some
11 rise allowed within the existing ordinances. Again,
12 that's really a design determination that will be
13 made then.

14 MR. FRIENDT: This is to Steve. Without
15 that design, we don't know what additional costs may
16 be required to mitigate flooding?

17 MR. HENRICHSSEN: I believe that is true.
18 That was not included. There may be, as we
19 identified in the memo, depending on the message
20 chosen, either looking at improvements in the
21 channel, lengthening the bridges, or potentially
22 acquiring additional property or acquiring
23 easements, there are potentially those type of
24 items, yes.

25 MR. FRIENDT: And that would be a cost we

1 don't know now that would be in addition to
2 projected costs for just constructing a middle route
3 versus one of the routes that's not so impacted by
4 the floodway?

5 MR. HENRICHSSEN: Yes. And actually, I
6 think I might ask Jim Linderholm just to confirm, in
7 terms of the Draft Environmental Impact Statement,
8 in terms of the cost estimate what costs may and may
9 not in terms of the East Middle have been included.

10 MR. LINDERHOLM: Jim Linderholm, of the HWS
11 Consulting Group.

12 I think Glenn has pointed out quite
13 accurately that until we get into the final
14 designing of the selected route we're not going to
15 know the exact details. We did have some cost
16 estimates that did include some of the impacts in
17 the areas that we know about.

18 A detailed determination of floodplain is
19 going to have to be made. There are approximations
20 in some places. We simply don't have all of the
21 data that we need to make, you know, the final
22 determinations. But I think the point is that we
23 can design any of these routes.

24 MR. FRIENDT: Sure. Would it be accurate
25 that the impact, floodplain impact, by the Middle

1 Route is much greater than the Far Route or the
2 Close Route?

3 MR. LINDERHOLM: You have the memorandum, I
4 think, that points out the -- I think in the South
5 Middle Route, for example, it crosses 29 drainage
6 ways. The East Close Route crosses 48 drainage
7 ways. In the East Middle Route we cross 32 drainage
8 ways. On the East Far Route we cross 43 drainage
9 ways. So there are some variations in the number of
10 places we have to cross.

11 We tried to indicate major and minor
12 crossings, but there's a lot of design detail that
13 is needed before we can even give an accurate answer
14 as to the exact impact. And no net rise
15 determination is very important, and whether that's
16 going to be the policy of the city and the county
17 and the NRD, or whether we're allowed to encroach on
18 the public land.

19 MR. WORKMAN: Thank you for those
20 questions. We will proceed on to public testimony.
21 Thank you, Glenn, Jim, and Steve. There will be
22 another opportunity to ask staff questions at the
23 end of the public testimony.

24 The way we'll work this, the City Clerk
25 will be handling the clock. There is a five-minute

1 time limit. When four minutes comes, she'll
2 indicate one minute left. And when the five minutes
3 are up, she'll indicate by saying "time." The
4 County Clerk will call your name and also prestage
5 the two people in the front row prior to your
6 speaking.

7 If you've chosen not to speak since your
8 sign-up, that's quite all right. There's no problem
9 there, just don't come forward. But, Mr. Clerk, if
10 you'd start with the first name on the list.

11 COUNTY CLERK: The first name is Greg
12 Retzlaff. The next two are Valerie Lemke and
13 Suzanne Short.

14 MR. RETZLAFF: My name is Greg Retzlaff.
15 This is basically the same presentation I gave to
16 the -- the Planning Commission a couple weeks ago,
17 but I'd like to read it to you and make a couple of
18 additional comments.

19 We've heard the word *historic* so many times
20 recently it seems everything that exists is historic
21 in some way and needs to be protected. Therefore,
22 let's just keep everything the same as it was 150
23 years ago, okay? Historic farms; there are many on
24 all these corridors.

25 When I look at the DEIS study in regards to

1 the Stevens Creek Stock Farm, if the measurements
2 were all taken from the old stone house to the EM-1
3 and EF-1, the distance is almost the same. I wonder
4 how and why they now are satisfied with this
5 decision. The things they've cried about at the
6 meetings concerning the stock farm will all still be
7 there, now only to the west instead of to the east.
8 Perhaps the only possible difference would be the
9 nonhistoric properties to the south of the stock
10 farm are no longer threatened.

11 The Sartore house on 148th Street claims
12 that a four-lane highway over half a mile away would
13 harm that site, when in fact 134th Street, a two-
14 lane blacktop, is approximately 200 feet from their
15 front door now. Also explain to me, please, the
16 historic value of the site on 148th Street that has
17 two commercial businesses operating out of it.

18 At this time I would please ask you to
19 close 148th Street. Even the Forest Brook Farm on
20 Van Dorn Street sits less than 75 feet from the
21 road. Please close Van Dorn and any other county
22 roads near historic sites. Ridiculous, right? But
23 my point being is how would a beltway a quarter to a
24 half a mile away affect them any more than what is
25 already in place? Many of these sites on all of

1 those corridors are virtually on main roads and
2 paved -- that are paved or most likely will be paved
3 in the next twenty years.

4 While we've heard that people will be
5 trying to add adjoining lands to their existing
6 historic sites, please tell me the significance of
7 this. Whose dirt is older? Does bare ground,
8 pasture, prairie, or crops know the difference of a
9 highway or a house across the fence from it?

10 I believe that when my ancestors settled
11 along Stevens Creek along with a few other families
12 many years ago a beltway was not really a concern.
13 They settled there and were able to exist there
14 through hard work, help from their families and
15 neighbors and friends. Most of kids married into
16 these families, and that's how the community started
17 and grew and why many of the residents are related.

18 I think that if these people were here to
19 see us now they would be ashamed and embarrassed to
20 see family members using what they worked and died
21 for against other family members. To see property
22 and money valued much more than family and friends
23 and neighbors, the very reason they all were able to
24 make it there. Perhaps these people along EF-1
25 don't really have the passion and love for historic

1 farms as they portray. If they did, how could they
2 simply push it off a mile west on someone else's
3 historic sites and act like everything is fine?

4 I spent the first years of my life growing
5 up living on Stevens Creek Stock Farm and working
6 for and with my uncle in the following years. Now
7 it appears that they have used that farm against us.
8 Now the family is split, as well as the community;
9 not by the beltway project but by the people who
10 live there. This project, like any other, gives us
11 opportunities; opportunities to show what we are and
12 are not. They have shown us all what they are by
13 their actions.

14 When money and property become so important
15 to someone that they forget to be thankful, and
16 forget to appreciate the important things in this
17 world, they really have nothing. Because you can't
18 take land and money with you.

19 As co-chairman of the Stevens Creek
20 Preservation Association, we ask you to please look
21 at the other alternatives to a beltway on the east
22 side of Lincoln as described in the DEIS study,
23 before a permanent decision is made. For the good
24 of this entire historic community and the City of
25 Lincoln, too, the other options offer greater gain

1 in the future. Let's preserve the natural beauty of
2 Stevens Creek while we still have that choice.
3 Stevens Creek is a neat place, a place where Lincoln
4 started, and a place needs to be protected, not cut
5 in half by a freeway. By using some other
6 alternatives besides a beltway, we can all better be
7 served in the future. I believe Lincoln and the
8 residents in the Stevens Creek watershed can get
9 what they want and need without a beltway splitting
10 the area.

11 Thank you.

12 MR. WORKMAN: Thank you, Mr. Retzlaff. Any
13 questions? Next, please.

14 COUNTY CLERK: Next speaker is Valerie
15 Lemke, followed by Suzanne Short and Mark Hunzeker.

16 MS. LEMKE: Lancaster County Commissioners
17 and Lincoln City Council, my name is Valerie Lemke.
18 I live at 13000 Pine Lake Road. That's right, my
19 home is five blocks away from the proposed beltway.
20 But that's not our biggest concern. A house is a
21 house. It can be moved or replaced. But the land
22 surrounding our house is our family's history. Our
23 farmland. And you can't replace that.

24 Life at home has been extremely hectic, for
25 not only my parents but us three children as well.

1 We worked very hard to survive and make a living.
2 You see, we're the fifth generation to preserve and
3 work the land. I can remember my great grandfather
4 telling me stories of how his father came here from
5 Germany and purchased the land. And he worked the
6 land with his hands. Just like my grandfather,
7 father, mother and us three children do now on our
8 family historical farm.

9 Now, for some reason our family farm isn't
10 a national historical site. And quite frankly, I
11 don't care if it ever is. But it is heart of
12 Nebraska's history of over 150 years. I keep
13 reading in magazines, newspapers, and even hear the
14 statement on the radio: Nebraska's number one
15 industry is agriculture. So if Nebraska truly
16 supports its natural resources and future farmers,
17 how can it even be considered to condemn our land
18 like this? We, and I speak for my siblings as well,
19 are your future's agricultural farmers. And with
20 this you are painfully killing and smothering all
21 farmers out.

22 As a business and economics student at
23 Northwest Missouri State, statistics are very
24 important to me. So here are a few shocking facts.
25 Nebraska is in a, quote, "financial crunch."

1 Lincoln Journal Star, July 14th, 2001. It's obvious
2 with the delayed constructions, incomplete
3 sidewalks, bus problems, and the list goes on and
4 on. Your solution? Build a beltway. In one of the
5 most uneconomic locations. Ranging from a mile to a
6 mile and a half from major existing roads. How hard
7 would it be to make 148th four-lane? For it's one
8 of the most traveled, most useful routes. And it
9 meets all your study requirements to go from north
10 to south Lincoln, passing through Highway 2, Highway
11 34, Highway 6, and I-80. Yes, it can be hooked on
12 to 80.

13 Fact: The government has already purchased
14 150 feet, the 75 feet on each side of 148th, making
15 it less expensive, more practical, and an economical
16 solution. I don't understand what the problem is.
17 Has the financial crunch already hit? Is it too
18 costly for Lincoln and Lancaster County? If so, why
19 is the solution to build a beltway?

20 The financial figures from the 1996 study
21 that you had, and note those figures do not include
22 the inflation for six years, the East Beltway route
23 would include -- I would think with any of those
24 corridors -- \$152 million. That's 13 miles total,
25 costing taxpayers \$11.96 million per mile. Again,

1 this is 1996.

2 Question: Do you think it's really
3 financially possible for taxpayers with the quote
4 "declining state revenue and soaring economy?"
5 Journal Star. Let alone taking Lincoln
6 approximately 23 years to pay off for this beltway.
7 How many repairs and upkeep costs do you think there
8 will be in that 23 years? And I know for a fact the
9 cost is not included in the plan. Plus according to
10 your study committee, if both the South and East
11 Beltway plus the cost of moving four homes in the
12 paths, Lincoln will lose 813 acres of land. Thus
13 losing over \$20,000 in tax revenue each year.

14 On a more personal note, we will lose our
15 farmland. Stripped of our jobs. And Nebraska will
16 lose over 150 years of family history farming. Gone
17 forever. My conclusion is based off of a well-known
18 economic book, "Hard Head, Soft Heart." The book
19 describes how most financial and economic decisions
20 are put into the wrong hands, harming our economy.
21 And I quote: "Economists are making political
22 decisions. Politicians are making economical
23 decisions, causing destruction and a reverse
24 effect" -- I'm sorry -- "causing a reverse effect of
25 soft heads and hard hearts." End of quote.

1 Now that you are aware that your studies
2 are mostly immoral and uncreditable, from this
3 statement, let's go back on our personal note. Can
4 you honestly look me in the eye from these studies
5 and say, Ms. Lemke, we are going to take away the
6 sixth generation family farm from you without a care
7 in the world? Think about it.

8 Thank you.

9 MR. WORKMAN: Thank you, Ms. Lemke.

10 MS. LEMKE: I have some points from my
11 speech for you guys. Thank you.

12 MR. WORKMAN: Any questions? Thank you
13 very much. Next speaker, please?

14 COUNTY CLERK: The next one is Suzanne
15 Short, followed by Mark Hunzeker and then Scott
16 Lewis.

17 MS. SHORT: I am Suzanne Short. I live at
18 98th and Agnew.

19 It's very important that this decision be
20 made now. Obviously if it -- it's only going to
21 become worse and worse. I know that my farm is not
22 in danger. My great grandfather's homestead is the
23 place I live, but if it was in danger, I can't quite
24 tell you how painful this would be for me.

25 The important thing is, I feel, that we do

1 the least damage. And that is why I'm here in favor
2 of the East Middle and South Beltway. I think the
3 historic farms are very important. It's important
4 to preserve prairie environment, historic places and
5 buildings. And I think it's important to utilize
6 the resources we have to do that in the least
7 detrimental manner possible.

8 This country was founded by the pioneers
9 who settled our land, and it's extremely important
10 that we maintain agriculture as our most important
11 resource. I hope that this decision is made now so
12 it does not become any more difficult. That we do
13 the least damage possible to the areas, the least
14 number of families are affected. That we use the
15 resources we have to make an attractive beltway that
16 avoids as much destruction as possible.

17 MR. WORKMAN: Thank you, Mrs. Short. Any
18 questions, please?

19 MR. CAMP: Yes. I just -- what is your
20 favored solution to this question?

21 MS. SHORT: Well, I've not gone into the
22 study of these areas. And I -- the notes I have
23 here say, a lot of people, a good strong case has
24 been made for -- by the experts for the Middle
25 Route. And I am relying on that, because I believe

1 it causes the least damage. That there are going to
2 be grave emotional financial issues, I realize, in
3 whatever route is chosen, but I hope we take the
4 least detrimental one, and I believe that's the one.

5 MR. WORKMAN: Thank you. Next speaker,
6 please.

7 COUNTY CLERK: That will be Mark Hunzeker,
8 followed by Scott Lewis, then Charlie Humble.

9 MR. HUNZEKER: Mr. Chairman, members of the
10 County Board and City Council, I'm Mark Hunzeker. I
11 represent four different clients. If I may, I'd
12 like to take just a couple extra minutes.

13 MR. WORKMAN: Like -- a couple; like seven
14 minutes?

15 MR. HUNZEKER: Seven or eight.

16 MR. WORKMAN: That would be fine.

17 MR. HUNZEKER: Mr. Chairman, I'd like to
18 try, rather than to emphasize the harmful effects
19 that a beltway corridor designation would have on
20 individual property owners within the corridor --
21 and there are very many -- I represent people who
22 own farmland in the form of the L&W Land Corporation
23 and Greg Retzlaff. I also represent acreage
24 residential owners, Ed and Cathy Foy and Kevin
25 Palmer. The impacts on them will be severe.

1 But we'd like you to focus for a little
2 while here on the big picture, and that is what's
3 good for the city of Lincoln and Lancaster County in
4 the long term. It seems to me that what you have
5 before you is a recommendation for a near-term
6 solution to a long-term issue. You have a near-term
7 middle corridor selection.

8 In the near term, if you were going to
9 build a beltway within the next ten or fifteen
10 years, the middle corridor is a reasonable solution.
11 It is -- your study assumes all the present
12 conditions. It also assumes that there will be no
13 urbanization in the Stevens Creek watershed. You
14 all know that is a fallacious assumption. You all
15 know you're in the process of revising the
16 City-County Comprehensive Plan, and it is a virtual
17 certainty that we will begin urbanizing the Stevens
18 Creek watershed within the next few years. And 25
19 years' worth of pent-up demand for urbanization,
20 urban growth toward the east will be released.

21 In the near term, the middle corridor, if
22 you were going to build it right away, would be a
23 good thing for that. It would stimulate and
24 facilitate that urban growth, especially along the
25 east-west corridors, the east-west streets that will

1 serve that urban growth. But it's not a near-term
2 solution. You don't have any money to build this
3 road.

4 Your staff report acknowledges that there's
5 no state or federal money that's been allocated to
6 the construction of this road. The fact of the
7 matter is the South Beltway is a much higher
8 priority, everybody agrees on that, and it won't be
9 finished in 10 or 15 years.

10 The fact is you probably are uncertain, at
11 best, about being able to fund all of your Antelope
12 Valley improvements. You have some planning funds,
13 but you have no construction funds.

14 This is a long-term problem, folks, and
15 it's not going to get better by just designating a
16 short-term solution. This corridor, if you choose
17 it, is not part of the state highway system. And
18 unless it's part of the state highway system,
19 corridor protection is not available to you.

20 In the long term, there is a much greater
21 impact of construction in the middle corridor than
22 there will be in the far corridor. The construction
23 of the East Beltway will require overpasses for all
24 of the east-west roads, every other one of which
25 will become an interchange; and even if we're

1 successful in preserving that corridor, in 25 years'
2 time there will be residential, commercial,
3 industrial, and recreational uses on both sides of
4 the corridor. The impacts at that time will be very
5 large.

6 Just to illustrate, think about Highway 2.
7 Think about the corridor along Beale Slough. You
8 have the creek itself, the floodplain, you even have
9 a power line. It's a multiuse corridor, if you
10 will. It has a bypass, it's got residential,
11 commercial, industrial development on both sides of
12 it.

13 But if you didn't have the road there
14 today, if all you had were the north-south arterials
15 crossing it -- less than two-mile intervals, I might
16 add -- would you build that road today? In order to
17 facilitate through traffic? In order to facilitate
18 through vehicular traffic? Would you build that
19 road, and put the overpasses in, and the
20 interchanges every two miles?

21 I doubt it. I think you'd have a real hard
22 time convincing people that that was a good solution
23 to a problem that is out there for through traffic.
24 You just wouldn't do it. And that's the problem
25 you're going to face if you're successful -- and

1 that's a big if -- in preserving the middle corridor
2 25 or 30 years from now when you get ready to build.
3 All the noise and environmental assumptions that are
4 in your Draft Environmental Impact Statement project
5 25 to 30 years out. But they project no urban
6 development. And it's a fatal flaw.

7 The study simply does not give you a
8 realistic picture of what the impacts of
9 construction will be at the time it is likely to
10 build that road. And we would just simply suggest
11 to you that at the time you are likely to be able to
12 build this road, 25 or 30 years from now, a much
13 more logical position to take is that you will be
14 out there somewhere near the eastern edge of the
15 Stevens Creek watershed, with urban development, and
16 you will be able to use the far corridor, and it
17 will still serve as a bypass or a beltway, rather
18 than a city street.

19 I think you would have a lot of difficulty
20 convincing the State of Nebraska that they should
21 come and build you a city street, in 25 or 30 years.
22 They're anxious to help you build the South Beltway
23 right now, in order to get rid of responsibility for
24 maintaining the section of Highway 2 that is within
25 the city limits now.

1 So -- I'll try to answer any questions you
2 have.

3 MR. WORKMAN: No questions. Thank you,
4 Mr. Hunzeker. Next speaker, please.

5 COUNTY CLERK: Would be Scott Lewis,
6 followed by Charlie Humble and Todd Hornung.

7 MR. LEWIS: Good afternoon. I'm Scott
8 Lewis. I live at 4949 South 148th Street in Walton.
9 I live in the Herter and Hagaman/Sartore Farm. My
10 wife and I have lived there now for about two years.

11 My reason for being here this afternoon is
12 to do two things: One, to speak on behalf of Joel
13 Sartore, who couldn't be here today; and then to
14 make a few comments of my own. First I'd like to
15 read a letter from Joel.

16 "My wife and I own Waveland Farm, recently
17 listed on the National Register of Historic Places.
18 Also known as the Herter-Hagaman Farm, it is located
19 on 148th Street between Pioneers and Old Cheney.
20 Unfortunately for us, the proposed Far East Beltway
21 corridor would put a major freeway through our
22 backyard.

23 I know it sounds cliché, this "not in my
24 backyard" attitude. But in this case we feel it's
25 justified. The Far East route would only serve to

1 ruin some of the last historic farms in Lancaster
2 County.

3 "The proposed middle corridor already has a
4 path there for a series of high voltage electrical
5 towers that were installed years ago. The easements
6 are already in place there, and the view is already
7 spoiled. Also, more cars and trucks would use the
8 central route as it's closer to Lincoln and there is
9 no backtracking. If a beltway needs to be built
10 around Lincoln, why not put it in the place where it
11 makes the most sense?

12 "I agree with the Planning Department,
13 Public Works, and Planning Commission's
14 recommendations to deny EF-1 and approve the EM-1
15 corridor. However, as Lincoln continues its steady
16 march outward, we now must be more vigilant than
17 ever before. Growth needs to be done with some
18 thought as to maintaining both the historic and
19 scenic nature of our surrounding countryside and
20 watersheds. Uncontrolled and thoughtless
21 development will mean real losses for Lincoln area
22 residents. A solid and comprehensive plan of what
23 we want our future city to look like is desperately
24 needed now. Otherwise, if we keep this up, we'll
25 look like Omaha in no time. Sincerely, Joel

1 Sartore."

2 To add a few personal comments, I think

3 these are one of the issues that I don't understand

4 why people run for public office. Any choice that

5 you make -- to make a decision, to not to make a

6 decision, to pick a route, not pick a route -- is

7 going to make someone very angry. But I really

8 think the question before you is not if, it's when.

9 It's not if, it's where.

10 And I think the decisions you have to make

11 are based upon what you know now, what you can

12 anticipate happening in the future, but what are

13 reasonable expectations? And what are reasonable

14 expectations for the constituents that you serve?

15 A route needs to be found now. Yes, I've

16 looked at the numbers of vehicles that travel on

17 148th Street; I see them every day. It's a route

18 that was not probably designed for the number of

19 vehicles that it now handles, and with future growth

20 it's only going to become worse. I believe that an

21 East Beltway is needed, I think a corridor needs to

22 be selected, and I'm glad that you folks get to make

23 that decision.

24 I'll be glad to answer any questions.

25 MR. WORKMAN: Questions? Yes. Mr.

1 MR. FRIENDT: Thank you.

2 MR. WORKMAN: Thank you, Mr. Lewis. Next

3 testimony, please.

4 THE CLERK: Next is Charlie Humble,

5 followed by Todd Hornung, then Peggy King.

6 MR. HUMBLE: Good afternoon, Mr. Chairman,

7 members of the board, and counsel. I'm Charlie

8 Humble, 301 South 13th Street, Suite 400,

9 representing Art and Norma Hornung of 12101 South

10 54th Street, and Todd and Lisa Hornung, who own

11 property right across the street from his parents.

12 Now, I'm appearing on the South Beltway

13 alone. And even though there will be a significant

14 impact no matter where the South Beltway is located,

15 felt by the Hornungs, they nevertheless have an

16 issue which I think could be addressed and should be

17 addressed to lessen the impact on them. And, as you

18 will see, that is a significant impact. I'm going

19 to try to put this down here. I always -- it's

20 always an adventure for me to operate anything

21 mechanical, but we'll give this a try here.

22 I don't know how well this will show up,

23 but right in here you'll see Saltillo Road, and then

24 this would be 54th, running down through here. The

25 Hornung house is approximately right here, and then

1 Friendt.

2 MR. FRIENDT: First, a comment: This is

3 exactly why I ran for office, because I think it's

4 the kind of important issue that needs to be

5 decided. And we'll get the decision.

6 My question is, has to do with what you

7 just said about 148th, and the comment that

8 Mr. Retzlaff made before, that Mr. Sartore's

9 concerned about an East Far route, when 148th is

10 right in his front yard, and most likely, beltway or

11 not, will become four lanes at some point. Now,

12 maybe it's not when Mr. Sartore or I will be around,

13 but these are some of the perplexing issues when we

14 talk about where they should be located and what

15 effect it's going to have on people's property and

16 quality of life.

17 MR. LEWIS: I recognize the consternation

18 here. From my personal viewpoint, I would see the

19 East Beltway as lessening the impact of traffic that

20 is directly in front of the house and has the most

21 impact now. Whether it become four-lane or not

22 depends upon the East Beltway route, how much

23 traffic it can handle, and the future development

24 out in the county, both to the east and west of

25 148th Street and the beltway around it.

1 about here would be the Doolittle house. Now, what

2 you're seeing is a representation of the 1999

3 corridor selection. And you can see, in relation to

4 the Hornung property and the house, it is south of

5 the section line. Section line's about here, the

6 corridor is about here. And even though that would

7 have substantial impacts, the Hornungs were willing

8 to live with that and thought that that would be

9 acceptable.

10 And then in this spring of the year 2000,

11 you can see what's happened. The corridor has moved

12 significantly north in relation to the Hornung

13 house, which is approximately in this location.

14 Further away from the Doolittle property. And the

15 result of that movement, seemingly insignificant,

16 will be to cause the relocation of the Hornungs. It

17 will cause the acquisition of their house, the

18 removal of the farm buildings that are in support of

19 that farm, plus the farms that Mr. Todd Hornung will

20 talk about; and for what reason?

21 Going back briefly, if I can, to the first

22 drawing: Basically, the area south of the section

23 line is farmland. We are told that it was moved

24 because there might be some uneconomic remnants

25 created, and that type of thing. But what will

1 happen is that this very nice and substantial home
2 will be destroyed. The very nice elderly couple
3 will be removed from property that has been in the
4 family since 1907. The adjacent farm buildings that
5 are used by Mr. Todd Hornung in his farming
6 operations will be removed. And for what purpose?

7 So what we're saying to you is by
8 relocating the corridor back to the north as shown
9 in the 1999 alignment, we'll be able to save the
10 house, they'll be able to continue to live on the
11 property, the farm buildings will be available for
12 continuing farming operations; and what will be
13 harmed by that particular movement?

14 Now, we realize that the design of the
15 project and that type of thing will occur later on.
16 But by having the corridor moved further south, then
17 no matter where the final alignment occurs, it will
18 be acceptable to the Hornungs and allow them to
19 continue to live there.

20 So in essence, and in summary, we have been
21 informed, I think by Mr. Mike Gorman of HWS, that it
22 looks as though the corridor will be moved back
23 south. And we certainly hope so. We would support
24 that decision when the final corridor alignment is
25 made, and would ask you to support that decision.

1 Because otherwise, there's no compelling reason to
2 relocate these people to save a few economic -- or
3 uneconomic remnants, when the converse situation is
4 so detrimental, for no good reason.

5 MR. WORKMAN: Thank you. Any questions of
6 Mr. Humble? Yes.

7 MR. STEVENS: Charlie, that first line, how
8 far south of the half section line was that, that
9 you had on your picture?

10 MR. HUMBLE: I'm not totally sure, Ray, but
11 I was thinking about a quarter of a mile or so.
12 Somewhere in there.

13 MR. STEVENS: And that was acceptable.

14 MR. WORKMAN: Thank you, Mr. Humble. Next
15 speaker, please?

16 THE CLERK: Next is Todd Hornung, followed
17 by Peggy King, then Wayne Hagaman.

18 MR. HORNUNG: Hi. My name's Todd Hornung.
19 My address is 1010 West 11th, Wahoo, Nebraska.

20 Charles Humble just spoke on behalf of
21 myself and my wife, my mother and my father, but I'd
22 like to add some additional comments to go with
23 that. You're probably asking why somebody from
24 Wahoo's down here talking about a South Beltway.
25 But I am an active farmer. I do have a job in town,

1 but I do farm this property. I've got 500 acres
2 that I farm, and 460 of these acres are located
3 within a mile, which was just referenced here with
4 these pictures and this homestead.

5 I'd appreciate your consideration in making
6 some minor changes to the latest road alignment on
7 the South Beltway where it crosses 54th Street. The
8 property I'm concerned about is located about a half
9 a mile south of Saltillo, and it's owned by my
10 parents, Arthur and Norma Hornung. Identified as
11 being one of the homes, the five home sites on the
12 South Beltway which would require the relocation,
13 and I personally agree with the need to do that.

14 Although I realize there will be some noise
15 problems if we remain, essentially my folks do not
16 wish to relocate. They're both in their eighties.
17 My father is eighty-nine years old, has lived on the
18 property his entire life. It would be traumatic for
19 both of them, when it could be resolved by just
20 moving the roadway a little bit to the south.

21 In the past we've always been told that
22 they are going to avoid houses if at all possible,
23 and this situation seems to be counterproductive to
24 that communication. And that they would avoid
25 farmsteads. And from a cost standpoint it makes

1 sense to go around this property. I feel the cost
2 of purchasing a house, barns, buildings, well, will
3 be substantially more than just buying a little bit
4 more real estate to the south. In 1999, as Charlie
5 said, we were given a map that showed the beltway
6 would be just south of our building site, and we'd
7 ask that you would move it back to that location.
8 I'm sure the people have got maps and can notify or
9 can make that available to you.

10 I utilize this building site in my farming
11 operation. As I said, I farm 500 acres. It's all
12 concentrated right there. That's the only way I can
13 do it, because I commute down from Wahoo with my
14 full-time job up there. I use this building site
15 with my water for spraying, for storage of my farm
16 equipment, hay storage, for cattle, livestock
17 buildings, and it would dramatically impact my
18 farming operation. And I'd ask, because we've got
19 an alternative, I would just ask that you would
20 consider that, and go to the more cost-effective
21 way, the less disruptive alternative by moving it a
22 little bit south. I don't want to cause a rift with
23 neighbors, but I think anybody would do the same
24 thing if they were in our situation.

25 Questions?

1 MR. WORKMAN: Questions? Yes. Jon.
 2 MR. CAMP: I'm not sure, Todd, if -- maybe
 3 we have to get clarification, but the manner in
 4 which we're choosing the beltways and corridors, my
 5 understanding, we're not doing the final, per se.
 6 And I guess with what Mr. Hornung is asking -- Jim,
 7 I don't know if you're a good individual on this,
 8 but with our decision, and assuming we would choose
 9 the corridor of the South Beltway, is there still
 10 latitude when staff finally locates it to look at
 11 the wishes of Mr. Hornung? Is that deviation
 12 still --
 13 MR. LINDERHOLM: Yes, there would be some
 14 latitude. The width of the corridor would be
 15 approximately a quarter of a mile on the center line
 16 of what we now show on the graph, yes. So the route
 17 could be moved further to the south.
 18 I will also caution, though, that we need
 19 to take a look at the total design picture,
 20 properties both east and west of that site, make
 21 sure we're making the best decision for the public
 22 in that final design. But it would be possible to
 23 move the route.
 24 MR. CAMP: Will our decision be definite
 25 enough that it would affect Mr. Hornung, or do we

1 parties then be kept informed as the process
 2 continues beyond our deliberations this week and
 3 next week?

4 MR. HENRICHSSEN: Yes, as I understand it
 5 the Department of Roads process is they certainly
 6 want to be contacting property owners as part of
 7 their hearing process.

8 MR. CAMP: I would just ask that we assure
 9 that proper notice is continued in the process. We
 10 need to have some compilation of the names of the
 11 parties who testify before us and have a specific
 12 concern beyond our deliberations, and I would just
 13 ask we make sure that they are adequately informed.

14 MR. HENRICHSSEN: Certainly even as the
 15 process goes the Nebraska Department of Roads,
 16 Public Works, County Engineer will also be a part of
 17 that process as well, and stay involved.

18 MR. FRIENDT: Question for Mr. Hornung.
 19 I'm not familiar with the 1999 route. Are you
 20 pushing this problem off your property to your
 21 neighbors?

22 MR. HORNUNG: It's moving it south, but it
 23 won't eliminate their home. It will just basically
 24 put the road -- it will still be closer to my
 25 parents' farm, their home, but it will be a little

1 need to wait until after the decision and --
 2 MR. LINDERHOLM: I think we could move the
 3 route within the 1300 foot corridor that's being
 4 proposed at this point in time. Steve, maybe you
 5 can --
 6 MR. HENRICHSSEN: Just to clarify, yes, the
 7 route on the Comprehensive Plan is 1320 feet. So at
 8 this point, no, there's really not an opportunity
 9 here to definitely -- to signal that the route would
 10 be moved further to the south.
 11 Again, as we talked about in some of the
 12 earlier memos, this particular route, if it is done
 13 by the Nebraska Department of Roads, would in the
 14 future hold hearings on their final design. And so
 15 certainly they will be taking into account all of
 16 this kind of input. And it's a question that we've
 17 been asked not only on the South but some of the
 18 east routes as well, could you move it this way and
 19 that way. All those things could be addressed in
 20 the final, but are more difficult at this stage,
 21 because you're adopting a 1320 foot corridor,
 22 purposefully to give some latitude in the future for
 23 that route to avoid houses, businesses, wetlands,
 24 other things.
 25 MR. CAMP: Will Todd and other interested

1 bit to the south. It will save their home, it will
 2 save the building site. But yes, it will be a
 3 little closer to the Doolittle House. We're not
 4 here to make trouble with the neighbors, just trying
 5 to save my parents' home.

6 MR. FRIENDT: Thank you.

7 MR. WORKMAN: Further questions? Thank
 8 you, Mr. Hornung. Next speaker, please.

9 COUNTY CLERK: Next is Peggy King, followed
 10 by Wayne Hagaman, then Karen Miller.

11 MS. KING: Members of the City Council and
 12 County Board: My name is Peggy King. My husband
 13 and I have lived at 5901 North 148th since 1986.
 14 Our home is 75 years old and the barn on our
 15 property was built 100 years ago.

16 Both are typical of structures rich in the
 17 history of this area of eastern Lancaster County
 18 along the proposed East Far Beltway corridor. I
 19 want to thank you for this opportunity to talk about
 20 the road. Not road in the physical sense, but how
 21 the letters R-O-A-D can relate to this project. And
 22 I'll explain briefly what I mean: Review of the
 23 facts; opportunity for public interest;
 24 accountability; and finally, your decision.

25 Review of the facts: Like all of you, we

1 have stacks of reports and documents, along with
2 newspaper clippings and maps. We have read every
3 article and every new piece of information to be
4 released. You too have had the opportunity to read
5 all of the consultants' and planning commission's
6 reports and recommendations. So there is little
7 doubt that the review process has been thorough and
8 complete.

9 Opportunity for input: We have attended
10 informal meetings and hearings. You have patiently
11 listened for hours. Through the years, there have
12 been open meetings and hearings. All testimony,
13 both written and oral, is a matter of public record.
14 Taxpayers can be satisfied at that time \$2 million
15 spent on this process by local government has not
16 been wasted.

17 Accountability. We were pleased when EF-1
18 was eliminated as a possible route because of the
19 distance from Lincoln, greater costs, environmental
20 and historic impact. We felt the reasons were
21 logical. After the vote by the SuperCommons in June
22 of '97 to eliminate EC-1 and return EF-1 to
23 consideration, we contacted our neighbors in the
24 corridor, and a group of citizens met for the first
25 time in July of 1997. We had similar concerns and

1 one goal: That the route selection process would be
2 accountable.

3 Members of Citizens for Accountable Route
4 Selection, known as CARS, have been diligent in
5 writing letters and testifying at every possible
6 opportunity to remind elected officials of the facts
7 about EF-1, taken directly from the consultant
8 reports that we as taxpayers pay for.

9 In December of 1998 when the EF-1 route was
10 selected, we were truly concerned about how this
11 decision was made and what the basis was for the
12 decision. As far as we could tell, nothing in the
13 consultant reports had changed, so what happened?
14 At that meeting in December, one of the City Council
15 members at that time stated: "Since we can't decide
16 where to put it let's just put it out as far as
17 possible."

18 It is very rewarding to see that
19 accountability has returned, and careful review of
20 the data of the planning commission staff and you as
21 current members of the County Board and City
22 Council, have taken place over that type of voting.
23 We feel the whole process has come full circle with
24 the recent vote of the Planning Commission to deny
25 the including of EF-1 in the Comprehensive Plan.

1 Recently the Federal Highway Commission also
2 indicated it would be difficult to approve the Far
3 Route. Therefore if the Far Route is selected it
4 would be difficult to qualify for the 80 percent
5 federal funds, which would be crucial in making this
6 roadway become a reality.

7 You have heard the reasons many times why
8 EF-1 is not the best choice for the beltway route.
9 These reasons have also been included in the
10 official record of the hearing, so I will only
11 briefly highlight them today. And this quote is
12 taken from sections 1215 and 24 of the Planning
13 Commission staff report on Amendment 94-63, dated
14 June 22nd, 2001.

15 "EF-1 will not adequately address internal
16 traffic relief or serve as a multiple-use corridor
17 as well as the other routes. Since the East Far is
18 three to four miles from the city, to complete the
19 road network leading to the beltway intersections
20 will require additional cost to pave and improve
21 existing rural section roads. East Far has more
22 environmental and historic impact and more
23 residential relocations, more visual and noise
24 impact. The Far East route would also bisect a
25 high- quality area of native prairie and Havelock

1 Avenue."

2 It is now time for your decision. After
3 the hearing today, and next week, it will be time to
4 make a very important vote that will impact many
5 lives. So before you vote, remember: The facts
6 have been reviewed, there has been ample opportunity
7 for input, accountability is vital to the public
8 trust, and now the decision is yours. The
9 groundwork is there, the final step is up to you.

10 Jim and I fully support the vote of the
11 Planning Commission that EF-1 is not the best route
12 and should not be chosen. We urge you to follow
13 this recommendation as you make your final decision.
14 Thanks.

15 MR. WORKMAN: Thank you. Any questions?

16 MR. FRIENDT: Where did you get your
17 assumption that EF-1 was greater cost? I'm looking
18 at a summary page here says EF-1 cost \$25 million
19 less than the East Middle.

20 MS. KING: In the very earlier stages it
21 was taken from the materials that were provided from
22 the Council.

23 MR. FRIENDT: Just so we're clear; at least
24 the projections in this study right here indicate
25 it's going to cost \$25 million less, not more.

1 MS. KING: I should have probably gone back
2 to like '97 and pulled out the direct quote when
3 EF-1 was eliminated. But that was in that.
4 MR. WORKMAN: Thank you, Mrs. King. Next
5 speaker, please.
6 COUNTY CLERK: Next is Wayne Hagaman,
7 followed by Karen Miller and Bryan Rickertsen.
8 MR. HAGAMAN: City Council and the County
9 Board members, I'm Wayne Hagaman, and I'm here today
10 with my wife Norma. She's seated in the back of the
11 room. We live in Bennet, and we are the owners of a
12 portion of the historic Herter/Hagaman/Sartore Farm
13 that's on 148th Street. We own a hundred acres of
14 farmland that is adjacent to the historic buildings
15 and the 20 acres presently listed on the National
16 Register of Historic Places. The 20 acres and
17 buildings are owned by Joel and Kathy Sartore.
18 We're speaking in support of the planning
19 staff recommendations for the Comprehensive Plan
20 Amendments. The East Far Route takes the most acres
21 of farmland out of production and negatively impacts
22 the most historic sites. We agree that the East Far
23 Route is the least desirable route compared to the
24 Middle and the Close routes.
25 Norma is the fourth generation in the

1 dollars to destroy or impact historic properties, if
2 there are other alternatives.
3 We agree with the Planning Department's
4 recommendation and the Planning Commission's
5 recommendations, and urge you to support them. And
6 we thank you for your consideration.
7 MR. WORKMAN: Thank you. Any questions of
8 Mr. Hagaman? Mr. Friendt, and then Mr. Stevens.
9 MR. FRIENDT: You don't live on the hundred
10 acres?
11 MR. HAGAMAN: No, we do not.
12 MR. FRIENDT: Are there structures on the
13 hundred acres?
14 MR. HAGAMAN: The hundred acres is
15 connected with the 20 acres that Joel and Kathy
16 Sartore own.
17 MR. FRIENDT: Yes, but on your hundred
18 acres it's just cropland?
19 MR. HAGAMAN: The other hundred acres is
20 cropland, yes.
21 MR. FRIENDT: And the route doesn't dissect
22 the property?
23 MR. HAGAMAN: The Far East one could
24 possibly take the whole west side off of it, yes.
25 MR. FRIENDT: Okay.

1 Herter family to own and operate our historic farm.
2 We strongly disagree with the boundaries that were
3 determined in the DEIS for our farm. We, along with
4 the National Trust for Historical Preservation, the
5 Preservation Association of Lincoln, and our
6 neighbors, have hired a private historic consultant
7 to prepare an amendment to the keeper of the
8 Historic Register to increase the acreage of the
9 farmstead. The additional 100 acres have been
10 associated with the farm. And a copy of this
11 nomination is included in your written comments on
12 the DEIS.
13 The EF-1 route either runs directly through
14 the west edge of these acres or directly adjacent to
15 them. We're a little upset that no one from the
16 study team had ever contacted us in regarding to the
17 beltway on our farm.
18 Our farm is located in a quiet area, and
19 the noise and interruption of the rural character of
20 the area would be very destructive to our historic
21 farm and change things forever. We also worry about
22 the possibility of gas stations and other
23 development coming to the rural area around the
24 beltway interchange on Pioneers, near our farm. We
25 understand that it is not possible to use federal

1 MR. HAGAMAN: If it didn't, it would be
2 close to.
3 MR. WORKMAN: Thank you. Mr. Stevens.
4 MR. STEVENS: You say you worry about the
5 possibility of gas stations and other developments.
6 In this -- I hate to pick on you, Mr. Hagaman, but
7 maybe you can answer this for a lot of the people
8 that have spoken or will speak in the future. Do
9 the gas stations currently own that land on which
10 you built gas stations? Does Amoco own it? Does
11 Conoco own it? Do the owners of convenience stores
12 own it? How would they build those gas stations?
13 MR. HAGAMAN: I guess our feeling is that
14 if this goes through there's going to be commercial
15 properties coming out there and wanting to start
16 their business up on this beltway, or near Pioneers,
17 like I mentioned, which is the road right north, or
18 right on the north edge of that hundred acres.
19 MR. STEVENS: Do those commercial interests
20 own that land today?
21 MR. HAGAMAN: No.
22 MR. STEVENS: So how would they get it?
23 MR. HAGAMAN: Well, I suppose if anybody
24 wants to come out there and build one they're going
25 to be looking for someone to sell it to. And

1 somebody probably will agree to sell it to them if
2 they so desire.

3 MR. STEVENS: So the weakest link, perhaps,
4 may --

5 MR. HAGAMAN: Yes. I guess our point is,
6 and I think a lot of people's point is, we would
7 like to keep Lancaster County as an agricultural
8 county. We -- I guess we've always lived out there
9 in the country, and we'd kind of like to keep it as
10 a farming community. And when something gets
11 started, to have developers come in and build, like
12 the other people said, either side or the other of
13 the beltway, why, we're bound to be crowded with
14 commercial businesses in the long run.

15 MR. STEVENS: But as long as you and your
16 neighbors do not sell them that land they will not
17 develop that land.

18 MR. HAGAMAN: We would like to think so,
19 yes.

20 MR. STEVENS: All right.

21 MR. HAGAMAN: Thank you.

22 MR. WORKMAN: Thank you, sir. Next
23 speaker, please?

24 COUNTY CLERK: Next is Karen Miller,
25 followed by Bryan Rickertsen and John Schleicher.

1 3. EF-1 provides less benefits, congestion
2 reduction, and safety.

3 4. EF-1 requires more land to construct,
4 due to its greater length.

5 5. EF-1 would have the greatest adverse
6 impact on agricultural properties by taking over 700
7 acres of cropland.

8 6. EF-1 has the greatest adverse impact to
9 existing school districts, with the removal of 1,250
10 acres from the tax base.

11 7. EF-1 has the greatest adverse impact on
12 existing mapped wetlands.

13 8. The EF-1 has the greatest adverse
14 impact on natural prairie sites.

15 The next fact that I bring to you is that
16 of historic buildings than historic farms. The East
17 Far Route will run immediately adjacent to
18 properties listed on the National Register and run
19 through land connected to historic buildings and
20 historic farms eligible for the National Register.
21 This fact alone precludes the use of federal funds
22 for the construction of the East Far Beltway route,
23 since there are other feasible beltway alternatives.

24 Recently it has been suggested that 98th,
25 112th, 120th, and 134th should be improved upon,

1 MS. MILLER: Members of the City Council,
2 County Commissioners, good afternoon. My name is
3 Karen Miller. My husband and I live at 141st and
4 Pioneers, where we have owned and operated Miller
5 Nursery since 1984. We are also members and
6 Citizens for Accountable Route Selection, commonly
7 known as CARS. I thank you for the opportunity to
8 speak with you.

9 I support the Planning Department's staff
10 and Planning Commission's decision to deny the East
11 Far Route for any further consideration within the
12 Comprehensive Plan. Since 1997 I have come before
13 you, as many of the other members of CARS have,
14 presenting to you the facts involved in the process
15 for selecting the East Beltway corridor. It has
16 always been our sole purpose to present you with the
17 facts, and I am here today to do the same.

18 The first fact is the recommendation from
19 the paid city's consultant to eliminate the East Far
20 beltway route as a viable route based upon the
21 following reasons.

22 1. All alternatives involving the EF-1
23 line were in the least economically feasible route.

24 2. EF-1 is the most expensive to build and
25 would be used by fewer motorists.

1 instead of making provision within the Comprehensive
2 Plan for a beltway route. This is not a realistic
3 option, since none of these streets go through from
4 Highway 2 to Highway 6. Furthermore, 148th is not a
5 cost-effective option.

6 Some would like you to believe that NRD and
7 LES have favored one east route over another. This
8 is not true. LES and NRD have remained neutral, as
9 evidenced by LES's letter dated June 20th, 2001, and
10 the July August 2001 news from the Lower Platte
11 South National Resources District. Furthermore, the
12 NRD has addressed the issue of flooding in the
13 Stevens Creek Basin by developing a system of ten
14 let-down ponds.

15 Last is the fact that the Lincoln Chamber,
16 the National Trust for Historic Preservation, and
17 the Federal Highway Administration support the
18 Planning Department staff and Planning Commission's
19 decision to deny any further consideration of the
20 East Far Beltway route.

21 Now, hopefully this is my last time that I
22 will formally be addressing you on this issue.
23 Therefore, I'd like to mention a few of the
24 emotional realities. Right or wrong, there are many
25 of us in this room that are related. For those of

1 us not related, the rest of us have known each other
2 for the most of our lives. We were a community.
3 None of us have asked for a beltway. None of us
4 have wanted to be part of this process. But we are.
5 And now you, our elected officials, must make a
6 decision on the location of a beltway corridor
7 within the Comprehensive Plan. No, you are not
8 building the beltway, and no, you are not funding
9 the beltway. You are making it possible for all of
10 us to get on with our lives by making a decision on
11 where the beltway corridor will be located within
12 the Comprehensive Plan.

13 We need for you to make your decision now.
14 None of us in this room can continue living lives of
15 uncertainty. Please stop this realtime, real life
16 roller coaster. Please make a decision. Please let
17 logic and facts prevail.

18 The East Far Route is neither logical nor
19 factually sound. Please make the right decision for
20 the right reasons and approve the Planning
21 Department staff and Planning Commission's decision
22 to deny the East Far Route and to approve their
23 recommendations for a beltway corridor within the
24 Comprehensive Plan.

25 I thank you for allowing me to comment, and

1 I'd be happy to take questions.

2 MR. WORKMAN: Thank you. Any questions of
3 Mrs. Miller? Mr. Friendt.

4 MR. FRIENDT: Actually, not of Mrs. Miller.
5 Jim Linderholm? Maybe I'm not looking at the same
6 facts, or maybe they've been really updated here,
7 but are these projected cost figures that are in
8 this study, are those generally current cost
9 projections?

10 MR. LINDERHOLM: Current updated costs.

11 MR. FRIENDT: So you're saying -- so East
12 Middle is projected as \$152 million, and East Far is
13 projected at \$128 million. So, Ms. Miller, I don't
14 understand. You're the second person, and we may
15 see more --

16 MS. MILLER: Right.

17 MR. FRIENDT: -- who seem to be citing
18 facts that are different than presented in the
19 study.

20 MS. MILLER: Right. And the reason for
21 that, if I may, Mr. Friendt, is that when that
22 report came out, in June of 1997, that recommended
23 the elimination of the Far East Route for these
24 reasons, at that time we did come back, both to
25 Council and to the County Commissioners, and all of

1 us asked for why was -- why were we put back in,
2 when we were recommended for this reason, for these
3 reasons, to be eliminated?

4 We never once were any of our requests
5 replied to. We must assume that then the report has
6 not changed, because we've never been given any
7 reason otherwise. And as far as what's in the DEIS,
8 notice the word "Draft" is in front of the
9 "Environmental Impact Statement." And so all of our
10 comments to the Draft Environmental Impact Statement
11 hopefully will be answered, and it will become an
12 environmental impact statement with the correct
13 answers.

14 MR. WORKMAN: Thank you. I'd like to
15 remind -- oh, I'm sorry.

16 MR. FRIENDT: Because there's the same
17 discrepancy as it relates to the greatest impact on
18 existing -- and there's the same discrepancy and the
19 greatest adverse impact on natural sites. I believe
20 we all, as elected officials, are dealing with this
21 report.

22 MS. MILLER: Yes. Again, I will
23 respectfully indicate that that is the Draft
24 Environmental Impact Statement, and not the final
25 environmental impact statement, and that all of us

1 have made comments that we would hope would be in
2 the environmental impact statement that would show
3 why originally the facts were the facts, and nothing
4 has changed.

5 MR. WORKMAN: Mr. Henrichsen.

6 MR. HENRICHSEN: To clarify, Glenn. First
7 off, for next time we will try to prepare an
8 explanation as to why the initial cost estimates
9 from 1997 are different from the cost estimates from
10 the Draft Impact -- Environmental Impact Statement
11 for 2001. So we'll get an explanation of those.

12 I'd also point out, too, that on that
13 particular chart from the Draft Environmental Impact
14 Statement, there are two costs given. One assuming
15 each of the middle routes is built without the
16 South -- that's the one that's listed construction
17 costs -- and then the next one is combined with the
18 South Middle.

19 Because the South -- because the South and
20 the East Middle require only one intersection, the
21 cost difference between the East Middle and the East
22 Far is only \$11 million when you have the two routes
23 built, versus the \$25 million difference when you
24 only build the East route without the South. That's
25 because the Far requires two intersections, the

1 Close requires three, so the Close actually becomes
2 the most expensive when built in combination with
3 the South. So that's a little bit of the
4 differences between the routes when you combine
5 them.

6 MR. FRIENDT: And this summary about
7 wetlands and prairies, is this still accurate?

8 MR. HENRICHSSEN: I think what is being
9 alluded to is in 1997 were some preliminary
10 information. We then went into the stage that we
11 talked about in the history, where far more
12 information and more accurate accounting of the
13 property and of each of the routes was done. And so
14 that's why the information from 1997 has been
15 updated into 2001, and is a much more accurate
16 count. As you heard with Mr. Hornung, some minor
17 changes were made. And so that is part of the
18 difference -- the reason for the differences between
19 initial '97 information and the final -- the first
20 Draft Environmental Impact Statement.

21 MS. MILLER: And if I might add, that was
22 just one of the many facts that we've listed. The
23 one group being the eight facts from the consultants
24 and the certainly all the other facts I just
25 presented regarding the federal funding issue and

1 historic places was weighed just as heavily.

2 MR. WORKMAN: Thank you. Any other
3 questions? Thank you, Mrs. Miller. Next speaker,
4 please.

5 COUNTY CLERK: It is Bryan Rickertsen,
6 followed by John Schleicher and Dean Petersen.

7 MR. RICKERTSEN: Good afternoon. My name
8 is Bryan Rickertsen. I live at 8130 Dundee Drive in
9 Lincoln. For twenty-five years I lived on Stevens
10 Creek Stock Farm with my wife Marleen Rickertsen.

11 I'm speaking this afternoon in support of
12 the Planning Department recommendation to deny the
13 inclusion of the East Far Beltway in the
14 Comprehensive Plan, and the Planning Commission's
15 unanimous concurrence with that recommendation.

16 I'm an engineer and a businessman. In
17 response to the DEIS, Marleen and I included a
18 summary of economic issues related to the EF-1
19 beltway route. I'd like to address some of the main
20 points of that summary that relate to the
21 Comprehensive Plan amendments that are before you.

22 The DEIS presents two cost-benefit analyses
23 for the beltway. Both of these analyses show that
24 the EF-1 route is by far the worst choice of the
25 alternative routes.

1 One analysis shows that EF-1 has a 46
2 percent lower benefit-to-cost ratio than the most
3 cost effective beltway alternative. In this
4 analysis, the benefit-cost ratio for EF-1 was
5 determined to be .55. As you know, a .55 benefit-
6 cost ratio means that if you take the benefits that
7 would ever arise for EF-1 for all time, those
8 benefits only pay back about half of EF-1's total
9 costs.

10 The second analysis shows that EF-1 will
11 take 52 percent longer to reach a break-even point
12 than the most cost-effective alternative. The
13 payback periods for the three east routes are
14 presented in summary table 4.1 in the DEIS.
15 According to table 4.1, the Middle Route would be
16 paid off with 23 months of use, the Close Route with
17 25 months use, and the Far Route with 35 months of
18 use.

19 As the DEIS indicates in Section 2.4.5,
20 these numbers were developed as an illustration.
21 Hopefully nobody takes them literally. If they were
22 literally true they would represent an annual return
23 on investment of from 27 to almost 45 percent, and
24 that would be a very unusual return for a government
25 highway project. Nevertheless, even though the

1 payback numbers are presented as an illustration and
2 are not meant to be literally true, the numbers
3 clearly illustrate the significant financial
4 differences between EF-1 and other alternatives.

5 I would emphasize that the DEIS economic
6 differences between EF-1 and other East beltway
7 alternatives are in the range of 50 percent. Since
8 we're dealing with a project that may ultimately
9 cost a half billion dollars by the time it's built,
10 cost-benefit differences in that range are very
11 significant.

12 One final number that is significant
13 economically is the distance between EF-1 and the
14 city, which is generally three to four miles. While
15 many of the main roads are improved east of the
16 city, very few are paved all the way out to EF-1.
17 The cost of improving connector roads are not
18 included anywhere in the DEIS cost analysis. And
19 connector road improvements will not be eligible for
20 beltway federal funding. This means that the
21 percentage of total beltway costs borne by the local
22 communities is the greatest for the EF-1
23 alternative.

24 Thank you for your time today. The
25 Planning Department has made good use of the

1 financial information that is available, and the
2 Planning Commission recognizes the soundness of
3 their conclusions. I would reiterate my support of
4 these planning groups' unanimous recommendations
5 against EF-1. Thank you.

6 MR. WORKMAN: Any questions for
7 Mr. Rickertsen? Thank you, sir. Next speaker,
8 please.

9 COUNTY CLERK: The next speaker is John
10 Schleicher, to be followed by Dean Petersen and
11 Allan Retzlaff.

12 MR. SCHLEICHER: Thank you, Chairman
13 Workman and members of the City Council and County
14 Board. My name is John Schleicher. I live at 1430
15 Sumner Street, number 1.

16 I'm a resident of the Near South
17 neighborhood, and I am very interested in historic
18 preservation and the economic vitality and the
19 residential viability of the core of the City of
20 Lincoln. History is my vocation and avocation, and
21 in Lincoln we have an active downtown area where I
22 work, and I'm happy to work in that active area, as
23 well as many historic neighborhoods in the city that
24 that need to be preserved and enhanced.

25 But I also believe the smart growth and

1 careful planning for the future of our city. I, as
2 the vast majority of citizens of Lincoln, do not own
3 property, and I'm not related to anyone who owns
4 property, including historic buildings or farms on
5 any of the streets for proposed East beltway routes.
6 And I would just say as an aside, this may be a
7 little bit of an abrasive comment to the City
8 Council members here, but as a strong believer in
9 democracy I feel like I have double representation
10 up here, because I am a citizen of Lincoln and
11 Lancaster County, and I have two bodies representing
12 me. All the people in this room who live outside
13 the Lincoln city limits have you county
14 commissioners working for them, but in some ways the
15 beltway is being imposed upon us by the City of
16 Lincoln.

17 I strongly encourage you and our public
18 officials to follow the recommendations of the
19 Planning Department staff and the Planning
20 Commission and select the East Middle Route. This
21 route allows the -- this route follows the
22 preexisting right-of-way of the LES power lines and
23 is the least harmful to preexisting homes and
24 businesses on the East Close Route.

25 Most importantly to me, the Middle Route

1 avoids the East Far Route, which has the largest
2 number by far of historic properties that would be
3 affected. As Federal Highway Administration
4 officials have recently been quoted as saying, and
5 as several people have said today, federal law and
6 federal regulations direct that the roadway route
7 alternative that would harm the fewest historic
8 properties must be used, or potential federal
9 funding for such a project would certainly be in
10 jeopardy.

11 Stevens Creek area is a location of two
12 National Register properties, as you've heard
13 before, the Stevens Creek Stock Farm and the Herter/
14 Hagaman/Sartore Farmstead. As well as numerous
15 other properties eligible for the National Register
16 of Historic Places, which under federal guidelines
17 have the same right to protection as listed
18 properties. Most of these historic farm properties
19 have pristine farm fields and pasture lands also
20 included as eligible for the National Register of
21 Historic Places, but the proper boundaries of which
22 have not been included in past historic studies of
23 the proposed beltway groups.

24 And I guess I would take exception with
25 our first speaker today, Greg Retzlaff, who said

1 that some people's dirt is not as historic as other
2 people's dirt. Well, that's not true. Because
3 according to the National Register of Historic
4 Places, which designates and signifies historic and
5 significantly historic places in the United States,
6 under the Federal Historic Preservation Act of 1966
7 some dirt is more historic than other dirt, as my
8 friend archeologist Dr. Peter Bleed would probably
9 agree with me. And as recognized as so by the
10 National Register, not only farmlands, fields, but
11 also buildings. Farmsteads.

12 It is important to serve not only historic
13 buildings and farmsteads but also these farmlands
14 and fields that provided the economic livelihood of
15 these farms, and in most cases still do today. This
16 area of the county includes some of the oldest land
17 in the county, not to mention in the state of
18 Nebraska, and many of these farms were established a
19 number of years before Nebraska became a state in
20 1967, with some of them dating back to the late
21 1850s.

22 I have visited farms in the Stevens Creek
23 area many times, and enjoy this beautiful and
24 historic area so close to my urban home. Those of
25 us interested in historic preservation are not

1 against future progress and growth for our
2 communities, but we are in favor of protecting our
3 historic, cultural, and environmental resources as
4 this growth and development takes place, and
5 preserving the quality of life in our existing
6 neighborhoods of the city.

7 I, for one, chose not to live in West
8 Omaha, and I would hate to see eastern Lancaster
9 County become an area known as "East Lincoln," quote
10 unquote, with the same bad connotations of West
11 Omaha, including uncontrolled urban sprawl, terrible
12 traffic problems, big box retailers and so on. If a
13 beltway is necessary for our future, I strongly
14 encourage you to please follow the educated and
15 considered recommendations of the Planning
16 Department staff and the Planning Commission members
17 and adopt the East Middle Route.

18 Thank you. I'd be happy to take any
19 questions.

20 MR. WORKMAN: Thank you. Any questions?
21 Thank you, Mr. Schleicher.

22 We'll have one more speaker here and then
23 we should perhaps consider a short break. So the
24 next speaker, please.

25 COUNTY CLERK: That would be Dean Petersen,

1 advantages of a South Beltway by eliminating some
2 of the truck traffic in the south area of Lincoln.
3 The Lower Platte South NRD, as Glenn Johnson told
4 you, has made no selections as we feel that we can
5 live with any of those routes. Thank you.

6 MR. WORKMAN: Thank you, Mr. Petersen. Any
7 questions?

8 If there's no objection, I would suggest a
9 ten-minute break. No objections. By order of the
10 Chair, we'll take a ten-minute break and reconvene
11 at 6:10 p.m.

12 (At 5:57 p.m. a short recess was taken.)

13 MR. WORKMAN: I'd like to make -- take an
14 opportunity to make a minor change here. We're
15 making pretty good time. There are some people in
16 the audience that have been waiting, but they have a
17 problem with another meeting they have to be to. So
18 I'm going to take the liberty to set these two
19 people ahead on the list so they can make their
20 other meeting. But I also wanted to extend that
21 offer to anybody else in the audience that has
22 something critical tonight they have to be to. I'd
23 like you to be honest, but if you have another
24 meeting or someplace you have to be, please come up
25 with a note to the County Clerk and we'll see if we

1 to be followed by Allan Retzlaff, and then Cheryl
2 Johnson.

3 MR. PETERSEN: Good afternoon, ladies and
4 gentlemen. I realize it's getting late. My name is
5 Dean L. Petersen. I reside at 14400 Old Cheney Road
6 in Walton, Nebraska, and I just want to make a few
7 brief comments about the East Beltway selection.

8 The selection of the East Middle Beltway by
9 the City-County Planning Commission, the Lincoln
10 Mayor, and Federal Highway Administration is the
11 only logical location, if indeed a beltway is
12 needed. There have been concerns about solving
13 Lincoln's traffic problems with a beltway, and the
14 only beltway that will relieve the small amount of
15 Lincoln's traffic is the South Beltway.

16 The present Highway 2 traffic coming from
17 the southeast will not go on the East Far Beltway,
18 or probably not on any of them, because this
19 requires a backtrack of from four to six miles. And
20 in the trucking business, that's dollars in our
21 pocket. We can't afford to run them around just to
22 bypass things.

23 As far as I know, the Nebraska Trucking
24 Association has made no support of any of the
25 choices of the east routes but does recognize the

1 can rearrange that. But due to the fact we're
2 making very good time, I will move forward on the
3 list two people that have a meeting they have to be
4 to, and they are Debbie Lockyer and George Lockyer.
5 And, Mr. Clerk, we'll put them right after
6 Mr. Petersen on the list. So Mr. Clerk, if you
7 would like to call the next speaker, please.

8 COUNTY CLERK: Yes. Pardon?

9 MR. WORKMAN: Mr. Petersen has spoken, so
10 the next speaker would be Debbie Lockyer and George
11 Lockyer, and then we go back to our normal list.

12 COUNTY CLERK: Okay. Next will be the
13 Lockyers, and then Alan Retzlaff and then Cheryl
14 Johnson.

15 MR. FRIENDT: I had a couple of the
16 audience indicate that the speakers need to be sure
17 they're close to the mike and speaking directly into
18 the mike. It's been a little tough to hear some.

19 MRS. LOCKYER: Okay. My name is Debbie
20 Lockyer. I live at 13800 Yankee Hill Road. It's
21 listed as the Penterman Farmyard, E-53 in the Draft
22 Environmental Impact Statement.

23 My family and I strongly support the
24 Planning Commission's recommendation to deny
25 approval of the EF-1. EF-1 would be less than 400

1 feet from our fence and would have a tremendous
2 visual and noise impact on our property.

3 Our farm was built in the early 1900s, and
4 is designated as a representative of a turn-of-the-
5 century farmstead. My grandparents bought the farm
6 in 1950, and my brothers, sisters and I spent most
7 of our summers growing up there, learning about
8 livestock, farming, and appreciation for the land
9 and our heritage. My husband and I and two children
10 moved to the farm 21 years ago to raise our children
11 and help care for my grandparents so that they could
12 continue to live on the farm. My grandfather died
13 in his bed on the farm he loved at 99 and a half
14 years old.

15 But I don't speak today only on my behalf
16 and on behalf of my family and the desire that we
17 have to preserve our heritage, but also on behalf of
18 several hundred children and adults who over the
19 years have been able to come out to our farm and
20 enjoy and learn about our rural roots in an area
21 that up to now has remained very much the way it was
22 75 years ago.

23 We've hosted elementary classes from
24 Lincoln schools, including special ed students,
25 international students attending the University of

1 Nebraska from countries such as China, Korea, and
2 Malaysia, who have never been around horses or on an
3 American farmstead, and church groups, plus dozens
4 of families from Lincoln who want to see the natural
5 beauty of an area outside the city. The comments we
6 receive, over and over, from all these visitors are:
7 You just can't find places like this anymore, and
8 it's so peaceful out here.

9 We take visitors on horseback rides through
10 the fields and down the gravel roads to enjoy the
11 rural atmosphere. You see, the value of this area
12 is not just all the historic buildings, but it's
13 also in the setting in which these buildings are
14 located. Compromise the original integrity of the
15 land surrounding our farms and you greatly devalue
16 their historic significance. There is as much value
17 in preserving and protecting some areas of the
18 natural beauty for future generations to enjoy and
19 experience as there is in selecting other areas for
20 planned development.

21 On August 2nd we had a group of inner-city
22 kids from Lincoln come out to enjoy the farm and
23 animals. They were sponsored by an organization,
24 City Impact, whose leaders were aware that we had a
25 place where city kids could experience being out in

1 the country and on a farm. The thank-you letters
2 from the kids reminded us again of the importance of
3 preserving an area like this for future generations
4 to learn about our agricultural and rural heritage.

5 My daughter and grandsons, ages three to
6 eleven months, just left Tuesday after spending a
7 month on the farm with us. Every morning the two
8 oldest boys accompanied me to the barn to do chores.
9 They are the fifth generation to see horses in that
10 barn.

11 Our rural culture was so critical to the
12 history of the United States that I fear if kids
13 today lose connection with that past, and the values
14 that way of life instilled -- family, faith, hard
15 work, caring about the land and livestock, and
16 helping others -- we will be the losers. The East
17 Far Beltway will destroy what few places we have
18 left in this area that have preserved that heritage
19 for the future generations.

20 I urge you to deny EF-1 and to vote to
21 approve the Planning Commission's recommendations.
22 Thank you.

23 MR. WORKMAN: Thank you, Mrs. Lockyer. Any
24 questions?

25 MR. CAMP: Debbie, I have a couple

1 questions if I might, just quick ones. How large is
2 your farmstead?

3 MRS. LOCKYER: The original farmstead was
4 80 acres. We own 20 acres with the original
5 buildings right now, the surrounding pastureland.

6 MR. CAMP: And this is a really conjecture
7 type question, but looking down the road, say, fifty
8 years -- as you may know, I do a lot of historic
9 renovation and preservation in the Haymarket, so I'm
10 very appreciative about the historic preservation.
11 Looking fifty years down the road, and with your 20
12 acres, what do we do, regardless of where the
13 beltway goes, not to have commercial strips right
14 next to you, or other -- what's the impact of even
15 residential development going to do to you?

16 MRS. LOCKYER: It will alter the
17 environment. Because maybe you don't realize, but
18 when you come out there it's not just being by the
19 historic buildings, but it's the whole atmosphere of
20 the area around. The quiet of it, the natural
21 noises of the animals and that, and the sounds and
22 smells and that, that is just an integral part of
23 that.

24 And I would really appreciate -- I feel so
25 strongly that there needs to be some way to protect

1 any area like where we are from the encroachment of
2 commercial and residential development. I know that
3 building more roads out there -- we are on a gravel
4 road right now, and I know they've talked about
5 paving it. But even if they just paved Yankee Hill
6 that would slowly change our particular environment.
7 Because number one, I don't think you realize that
8 pavement is way noisier than gravel. And you don't
9 know that, but it is way noisier. When they paved
10 148th, we're half a mile west of it, and it is --
11 there's a big hill. We can't even see it until we
12 go on top of our horse pasture, one of the highest
13 points in Lancaster County. And we still get way
14 more noise from tires because of its pavement than
15 we ever did when it was gravel.

16 So you put a four-lane beltway type
17 structure 400 feet from our fence line, the impact
18 is overwhelming. It's incredible. And then we know
19 for a fact that once there's more paved roads, more
20 people will travel out there. More people will
21 come. And you can't really ride horses safely down
22 paved roads, so...

23 MR. FRIENDT: Mrs. Lockyer, did you sell
24 the 60 acres of the farmstead? You said you had 80
25 and now you have 20.

1 MRS. LOCKYER: It was my grandfather's
2 original 80, and he sold part of it before his
3 death.

4 MR. FRIENDT: And what are the uses of that
5 now?

6 MRS. LOCKYER: There's a home that my
7 parents built on five acres of it, next to us, and
8 then another family purchased the 55 acres and just
9 have their home back there. And they've also
10 dedicated -- it's got the pond on it, and they have
11 a lot of City Impact youth groups and so on coming
12 out. They plant a lot of trees and are trying to
13 keep that real open.

14 MR. WORKMAN: Next speaker, please?

15 COUNTY CLERK: Mr. Lockyer?

16 MR. WORKMAN: Yes.

17 COUNTY CLERK: Followed by Alan Retzlaff
18 and Cheryl Johnson.

19 MR. LOCKYER: George Lockyer. I'm the
20 husband of Debbie, and I'd like to just maybe expand
21 a little bit on her appeal to you.

22 I am a pastor by profession, and I probably
23 won't stick to my notes very well. Most don't.
24 What I'd like to do is also express my support for
25 the denial of the Far East Beltway and just express

1 the impact that it will have on our farmstead.

2 Deb gave to you some of the uses of our
3 farmstead, and passion that we have for our land.
4 Not only on our farmstead but just for the
5 surrounding area there. But according to the -- the
6 Draft Environmental Impact Statement, the beltway is
7 described on page 10 and 11 as being 600 feet from
8 our closest building and 300 feet from our property.
9 And in the description of adverse effects the
10 beltway is noted to have, in one paragraph, quote,
11 "an adverse visual effect," and in another paragraph
12 it states that "the EF-1 alternative will dominate
13 the views from this property." I'd like to, if I
14 can, use the projector here. This gives you two
15 views of our -- from our property, and how this
16 statement is in fact -- will be the case.

17 This is a view of our property from our
18 driveway, and the beltway will dominate -- this
19 hillside right here will be covered by the beltway,
20 across there. And then another view from about the
21 middle of our property in the back. I know that's
22 hard to see with the light, but this whole section
23 right here will be the beltway. That's
24 approximately 300 feet from our -- from our fence
25 line.

1 And we do feel that this is -- not only
2 does it dominate the view, it is a drastic change to
3 the landscape of the area and beauty of the area.
4 And then it does shift the feeling of the rural
5 farmsteads to an urban setting.

6 Also along with that is, on this roadway
7 over here -- let me shift back to this. You can see
8 Yankee Hill Road here -- is that that is scheduled
9 to be, if the EF-1 beltway is put in, this will be
10 an overpass. That overpass will begin at our
11 driveway. It'll be put by the design right up to
12 our horse corrals. And what was proposed was, so
13 that it does not impede our property, is then Yankee
14 Hill Road then will move to the south.

15 The problem is that there is a home --
16 Yankee Hill Road will have to move to the south to
17 get off our property, because it is a historical
18 eligible property, but there is a home right here,
19 and that home will have to be moved. So it's a
20 lose-lose situation in that case.

21 Also included on the Draft Environmental
22 Impact Statement, under adverse effects it says that
23 there will be no noise impact, based upon the
24 guidelines and criteria established by the Federal
25 Highway Administration. We strongly disagree with

1 that. When you put a beltway 350 feet from a --
 2 from your fence line and 600 feet from your home,
 3 we're used to maybe a hundred cars passing our house
 4 a day. The environmental impact statement states
 5 there will be approximately 16,000 vehicles passing
 6 per day. And so to say that that would cause no
 7 noise impact, we find that almost absurd. And that
 8 the sounds will then turn from being dominated by
 9 the wildlife of the area to the cars.

10 So -- if the need of the beltway was
 11 compelling, I think the objection that I'm giving to
 12 you would be really self-serving. And it is indeed
 13 self-serving, but I think I'm speaking on behalf of
 14 residents of many of the Stevens Creek areas that I
 15 do support the decision to deny the East Far
 16 Beltway, and do thank you for the opportunity to
 17 express this to you.

18 MR. WORKMAN: Thank you, sir. Any
 19 questions?

20 Thank you. Next speaker, please?

21 COUNTY CLERK: That would be Alan Retzlaff,
 22 to be followed by Cheryl Johnson and then Peter
 23 Bleed.

24 MR. RETZLAFF: Members of the County
 25 Commissioners and the City Council, good evening.

1 I am Alan Retzlaff. My wife Shirley and I
 2 are part owners of Retzlaff Brothers Trucking
 3 Company and of Retzlaff Farms, a family corporation
 4 that owns property along 148th Street between A
 5 Street and Van Dorn. We live on this property which
 6 includes two historically eligible barns and a
 7 hollow tile silo. The EF-1 beltway would go through
 8 our property and come very close to our historical
 9 barns and silo. We represent the fifth generation
 10 of Retzlaffs to own and reside on this historical
 11 farm.

12 After reviewing all the reports from the
 13 Planning Department staff and the Planning
 14 Commissioners, we support the recommendation to deny
 15 the Comprehensive Plan Amendment 94-63, the East Far
 16 Route. Through our involvement with the trucking
 17 company, we are well aware of the noise, fumes,
 18 vibrations, and lights that are associated with
 19 trucks on a highway. One truck produces all these.
 20 It has been estimated that the beltway traffic would
 21 average 17,000 to 20,000 vehicles per day. When you
 22 add that many trucks and cars traveling at a high
 23 rate of speed, the effect would destroy our
 24 historical farm and rural landscape.

25 And it should be made very clear that

1 federal law protects us from these adverse effects,
 2 whether direct or indirect. No federal funds will
 3 be available to build this route, if it is selected,
 4 as long as there are other alternatives.

5 We are also concerned about the high risk
 6 of accidents that will occur between large farm
 7 equipment and motorists using access roads to travel
 8 to and from the beltway. The further east this
 9 route is located the greater the possibility of
 10 these types of accidents, since this area is
 11 primarily occupied by farmers.

12 There have been many comments that you
 13 should make a decision just to improve upon existing
 14 roads such as 98th, 112th, 120th, and 138th, instead
 15 of selecting a east route within the Comprehensive
 16 Plan for a beltway corridor. This is not a viable
 17 option to move traffic, since none of these roads go
 18 all the way through from Highway 2 to Highway 6.
 19 Also, putting farm equipment and motorists together
 20 on these roads would only serve to promote
 21 accidents.

22 Furthermore, if EF-1 would be built, the
 23 beltway would cut right through our farm. In our
 24 back door we would have a major expressway, in our
 25 front yard we would have a paved highway, which is

1 148th Street. It makes no sense to make a beltway
 2 less than three tenths of a mile on an already paved
 3 roadway. The land that is caught in the middle
 4 becomes a breeding ground for commercial and
 5 industrial development. The strip of land between
 6 these two roadways would forever change our
 7 property's use and diminish the integrity of its
 8 history and historical function today. It would
 9 also landlock a portion of our farm.

10 Also, there have been comments regarding
 11 the floodplain and the use of Stevens Creek for the
 12 beltway. There have been videos that have shown the
 13 water that rises at 105th and Holdrege. You have
 14 seen on the news and have seen where that the road
 15 graders have come out and the following morning
 16 broken up the roads on Holdrege. As an outcome of
 17 this rain, the NRD made a decision to build ten farm
 18 ponds. The rain does not have an effect on the
 19 location of the East Middle Route, as you might have
 20 incorrectly been led to believe.

21 In summary, we have seen over two and a
 22 half million dollars spent on consultants to
 23 determine the best beltway corridor for the citizens
 24 of Lincoln and Lancaster County. As early as June
 25 of 1997 the consultants recommended that EF-1 no

1 longer be considered, due to its greater costs and
2 lowest projected usage of alternatives considered.
3 It is clear that the Planning Department staff and
4 the Planning Commission made a business decision
5 rather than a political rollover when they
6 recommended the Comprehensive Plan Amendment 94-63
7 be denied.

8 After seven years of being in limbo it is
9 time to make a decision. You are not voting to
10 build the beltway, you are making a decision on
11 where the beltway corridor should be located within
12 the Comprehensive Plan. You are not making a
13 decision on funding, you are making a decision that
14 the future residents of Lancaster County will know
15 where the beltway corridor will be replaced. Will
16 be placed, excuse me.

17 Again, we support the planning staff, the
18 Planning Department staff and the Planning
19 Commissioners' recommendation that the Comprehensive
20 Plan Amendment 94-63 be denied. We are asking that
21 you make the same logical decision. Thank you for
22 your time and consideration.

23 MR. WORKMAN: Thank you. Any questions?
24 Jon.

25 MR. CAMP: Two quick questions, Alan. And

1 to what Mr. Retzlaff said? If you wouldn't mind, Ed
2 Kosola.

3 And I just want to reiterate some of this,
4 probably, for our viewers; that in Mr. Retzlaff's
5 letter he makes the statement, and I quote, "No
6 federal funds will be available to build the route
7 if selected as long as there are other
8 alternatives." And perhaps on behalf of the Federal
9 Highway Administration, HWA, you'd like to respond
10 to that, please.

11 MR. KOSOLA: Well, it's not an absolute
12 prohibition. There's several tests, the reasonable
13 and feasible thing. So it's not an outright,
14 absolute prohibition. We have to come up with what
15 we feel is the least damaging environmental
16 alternative, as part of our study. And we go along
17 with the Planning Commission, with the management
18 committee's recommendation.

19 The thing that weighs into our decision
20 will have to be the effect on the historical
21 properties, along with all the other things that
22 have happened out there. Specific federal laws that
23 deal with that, Historic Preservation Act of 1966,
24 which several have referenced, we'd have to deal
25 with.

1 I'm just playing devil's advocate with the question
2 here, but again, as I'd asked another testifier
3 earlier, thinking ahead 40, 50 years, and you're
4 there on 148th, and look at 84th Street today, 70th
5 and other major arterials. What's going to happen
6 when 148th street ultimately becomes probably a
7 four-lane road with a turn lane, regardless of what
8 we do on the beltway?

9 MR. RETZLAFF: Well, I guess I can't answer
10 that. I can't look into the future. I have been --
11 you know, I'm 53 years old. I've seen a lot of
12 things happen along 84th Street. My dad and some of
13 the neighbors went together and gave the lands for
14 84th Street to be continued on through the Stevens
15 Creek Valley in 1964, and so you've done a great job
16 with that part of it, the north end of it, but seems
17 like it still gets destroyed today.

18 So I'm going to say the two lanes we have
19 now will go to four-lane, and it will destroy all
20 the area around it. So I guess that's the way I'd
21 have to answer that question.

22 MR. CAMP: I guess I'd just advise you in
23 any case to be vigilant on that.

24 And then, if I could, I -- Ed is sitting
25 there. Could I ask one quick question that relates

1 MR. CAMP: Well, Ed, just a quick follow-
2 up, if I may. Again, what Alan had talked about,
3 what I asked him on making 148th someday a
4 four-lane -- are there protections that the federal
5 legislation, federal statutes would give in that
6 regard?

7 MR. KOSOLA: The only protection would be
8 if there's federal funds proposed for the use of
9 that. You'd deal with the Section 106, Historic
10 Preservation Act. And if you get involved with an
11 historic property, you either touch it or you
12 substantially impair it, then you invoke 4(f), which
13 forces us to look at other reasonable prudent
14 alternatives.

15 It doesn't absolutely prohibit. We do have
16 to take a serious look at any other alternatives
17 that cause less damage.

18 MR. WORKMAN: Thank you, sir. I'd like to
19 remind ourselves that we will have a period of time
20 to ask staff questions, and I would ask we keep our
21 questions to simply questions of clarification from
22 the speaker. Next speaker, please?

23 COUNTY CLERK: That would be Cheryl
24 Johnson, to be followed by Peter Bleed, and then
25 Fred Retzlaff.

1 MS. JOHNSON: Members of the City Council
2 and the County Board, I guess now I can say good
3 evening instead of good afternoon, as I had on here.
4 My name is Cheryl Johnson. My husband and I and our
5 children live at 162nd and Van Dorn.

6 You might ask why I would take the time
7 today to come down to give you my comments,
8 especially as I live outside of any of these
9 corridors. I have two reasons.

10 Number 1: The decision on the location of
11 the East Beltway should not matter where one lives
12 or who has the most political power. The decision
13 should be based solely upon the facts. You've
14 listened to a lot of these facts. I'll go over
15 those that I've prepared today. The facts are:

16 a) The East Far Route was recommended for
17 elimination by the city's paid consultant clear back
18 in 1997. The East Far Route was the most expensive
19 to build, would be used by the fewer motorists,
20 provide the least benefits, require more land to
21 construct, have the greatest adverse impact on the
22 amount of ag land taken, have the greatest adverse
23 impact to existing school districts, have the
24 greatest adverse impact on existing wetlands and
25 natural prairies.

1 b) There has never been any facts given to
2 us as to why the East Far Route was added back for
3 further consideration.

4 c) The LES and NRD have remained neutral,
5 as evidenced by LES's letter dated June 20th, 2001,
6 and the July/August 2001 News from the Lower Platte
7 South Natural Resources District. Furthermore, the
8 NRD has addressed the issue of flooding in the
9 Stevens Creek Basin by developing a system of those
10 ten let-down ponds.

11 d) The East Far Route would negatively
12 impact historic properties and would forever alter
13 the rural character of this area. Therefore there
14 is no chance for federal funding for the East Far
15 Route, since there are other options.

16 Number 2: My second fact pertains to those
17 who would suggest that the location of the East
18 Beltway corridor should be placed out as far as
19 possible to handle future growth. My question would
20 be why would one throw away \$2 million that we have
21 already spent on studying all three routes to have
22 you start over with a new study?

23 In conclusion, you have the facts. The
24 Planning Department staff, the Planning
25 Commissioners, the Lincoln Chamber, the Federal

1 Highway Department, and the Natural Trust and
2 Historic Preservation have all made their
3 recommendations to eliminate the East Far Route from
4 any further consideration. I would encourage you to
5 make the same decision. I would further encourage
6 you to make the tough decision of approving all the
7 recommendations before you from the Planning
8 Commissioners.

9 Thank for allowing me to make my comments.

10 MR. WORKMAN: Thank you, Mrs. Johnson.
11 Questions? Mr. Friendt, and then Commissioner
12 Stevens.

13 MR. FRIENDT: It's refreshing to hear from
14 some folks who don't live on the routes. Do you
15 have any friends or relatives that --

16 MS. JOHNSON: Both.

17 MR. FRIENDT: Oh, you have --

18 MS. JOHNSON: I have friends, neighbors.

19 MR. FRIENDT: Family?

20 MS. JOHNSON: And family.

21 MR. FRIENDT: Thanks.

22 MR. WORKMAN: Commissioner Stevens?

23 MR. STEVENS: I would just like to point
24 out in point 1, subparagraph d), second sentence,
25 you say: "Therefore there is no chance for federal

1 funding for the East Far Route since there are other
2 alternatives." That's not what I heard the Federal
3 Highway Administration just say a few minutes ago.

4 MS. JOHNSON: It is our belief that, since
5 there are other alternatives, they would need to
6 look at those strongly before they put -- they threw
7 us out, then they put us back in. And we were the
8 only route in there. That is against the law, they
9 need to look at other routes also. So --

10 MR. STEVENS: The fact you say there is no
11 chance of federal funding --

12 MS. JOHNSON: It's very slim. That's our
13 understanding of the law. I'm not the expert here,
14 so maybe somebody else can --

15 MR. STEVENS: I understand. All right.
16 Thank you.

17 MR. WORKMAN: Next speaker, please.

18 COUNTY CLERK: That would be Peter Bleed,
19 to be followed by Fred Retzlaff and then Lorraine
20 Retzlaff.

21 MR. BLEED: Members of the Lincoln City
22 Council and Lancaster County Board, thank you very
23 much for letting me appear before you. I am Peter
24 Bleed. I live at 1350 North 37th. You'll be glad
25 to hear another speaker outside the right-of-way.

1 I'm president of Preservation Association
2 of Lincoln, and I'm also bearing a message from the
3 National Trust For Historic Places.

4 PAL, or the Preservation Association of
5 Lincoln, is dedicated to preserving the places and
6 landscapes that reflect the dynamic history of
7 Lincoln and the surrounding areas. We have been
8 involved in the planning and discussion of the
9 beltway for at least six years. We've had an
10 ongoing test -- subcommittee working on it. We have
11 worked with the National Trust For Historic Places,
12 we've commented on the DEIS, I commented to the
13 Planning Commission myself, and we've had other
14 involvements as well.

15 In general, PAL endorses the
16 recommendations of the Stevens Creek Planning
17 Initiative, which made a strong commitment to
18 historic resources. We endorse the recommendations
19 of the Lincoln Planning Commission staff and of the
20 Public Works Department. We endorse the position of
21 the Planning Commission, and we also endorse the
22 position of the Federal Highway Commission, which
23 uniformly recommend against the Far construction
24 route; the Far beltway route.

25 PAL favors limiting sprawl. We favor

1 preserving the intact, valuable, wonderful places
2 that reflect the history of our community and impact
3 interesting ways that allow us to celebrate them and
4 use them. Let me step aside from my notes to say
5 that we also favor the values and responsible
6 leadership that lets people preserve, that will
7 allow people to preserve the lifestyle and the
8 places that have been in this community for 150
9 years, as much as 150 years.

10 We are capitalists. I assume we all are.
11 And we understand hard economic realities. We
12 understand that if -- in an environment of
13 indecision and lack of leadership, hard economic
14 realities may make it impossible to preserve places
15 that have been preserved, to preserve values that
16 have been preservable for some time. Of course
17 these are individual decisions, but they're
18 decisions that can be guided responsibly by you all,
19 and we're asking you to make a responsible decision.

20 The reality is that you've heard time and
21 again there are wonderful places in the Stevens
22 Creek -- throughout the Stevens Creek basin. We
23 understand that. We understand that, the beauty of
24 the natural and the historical and cultural
25 environments that are there.

1 The larger reality is that there are a
2 number of places, a number of parts of the southeast
3 portion of the basin that have risen to a very high
4 level of evaluation to be eligible for the National
5 Historic -- that National Register of Historic
6 Places. They have been thoroughly investigated, and
7 they are important, because they do reflect and they
8 present in detail a good reflection of why this
9 community is the way it is, and why -- how it's come
10 to be not the only interesting places, but they've
11 come up to a high level, which gives them special
12 legal status. I'm not belittling, we don't belittle
13 any of the wonderful places, but that's a hard
14 reality that we can't overlook.

15 We also as a community have to recognize
16 that we're a dynamic, wonderful community. This
17 isn't a place that I came to on the train when I was
18 18. It's a wonderful place. And we have to control
19 the sprawl that's a real part of our life. Lincoln
20 must decide now where we're going to build the --
21 what route we're going to use to build the beltway,
22 when we decide to build it.

23 PAL urges you to identify the East Middle
24 Route now as a planning document, as a planning
25 corridor, to prevent uncontrolled sprawl and to

1 focus growth and to be responsible so that we can
2 preserve the parts of our community that are
3 valuable and are especially historically
4 significant. The East Middle clearly is the best
5 choice. And I think you've heard several legal
6 recommendations, which I won't go over now.

7 The National Historic Trust, the National
8 Trust For Historic Places has been involved in the
9 discussion of the beltway route for some time. They
10 were unable to send anyone to be here today, but
11 they asked me to distribute this message from them.
12 I'd like to point out that the Trust has actively
13 been involved. They've had a number of people --
14 the number I think was 18 trips to the community.
15 They're actively involved, and they're very sorry
16 that they couldn't be here today.

17 They named the Stevens Creek area as one of
18 America's eleven most endangered historic places
19 this year, and high profile. Generally they endorse
20 their recommendation that -- the recommendations
21 that have been made so far today, and they urge you
22 to guide Lincoln's growth by identifying the East
23 Mid as the approved route.

24 MR. WORKMAN: Thank you, Mr. Bleed. Any
25 questions? Mr. Friendt and Mr. --

1 MR. FRIENDT: Peter, your comments would
2 lead one to believe there are no historic sites in
3 the Middle Route.
4 MR. BLEED: Yeah, I think I said that.
5 There are wonderful places everywhere.
6 MR. FRIENDT: Okay. That's great. How
7 does PAL feel about those historic sites and places?
8 MR. BLEED: PAL's got to follow eligibility
9 rules and levels of -- and recognize that certain
10 places are relatively more intact than others.
11 There are more, relatively more intact and
12 relatively more eligible properties on the Far
13 Route. That's not a statement against anything,
14 it's a reflection of the hard reality about one
15 part, one route.
16 MR. FRIENDT: Thank you.
17 MR. BLEED: I take your point, and I
18 understand that we're slicing the baloney real thin
19 here to say we love that route better than this
20 route. I'm not comfortable doing that, but I think
21 that's the reality that we have to -- we have to
22 take.
23 I didn't enjoy seeing my home, the home
24 that my grandpa built, taken down when I was
25 seventeen for a freeway. We didn't have the same

1 federal laws that protect -- that give us -- that
2 would have allowed me to protest that, if I could
3 have. I don't know that I would have, I don't know.
4 But we've got these laws, and now we've got to use
5 them.
6 There was another question?
7 MR. WORKMAN: Oh, Mr. Camp had another
8 question.
9 MR. CAMP: Yes, Peter. A large part of
10 your message dealt with urban sprawl. And with that
11 in mind -- and I also understood you to express a
12 preference for the Middle Route -- wouldn't
13 prevention of urban sprawl either dictate that you
14 take the closer route or no route?
15 MR. BLEED: We're -- this is a problem of
16 optimization. We're looking for the least bad.
17 MR. CAMP: The least --
18 MR. BLEED: The least bad. There's a
19 strong preference, a strong feeling among PAL
20 members, that questions the degree to which
21 anything, any beltway, is needed.
22 What seems to be needed now is a decision,
23 is a guidance. We cannot put this decision off
24 forever, or we're going to continue to have a
25 pillar-to-post hodgepodge. The hard reality is that

1 the Far Route contains lots of historically
2 important properties and that -- and the Near Route
3 has been subject to the kind of unguided growth that
4 could continue. That leaves, in the process of
5 elimination, the middle one. Which we also -- which
6 has, the DEIS indicates, has got -- and the staff
7 recommendation indicates -- has got lots of
8 advantages to it.
9 MR. WORKMAN: Question from Mr. Svoboda.
10 MR. SVOBODA: Dr. Bleed, of the properties
11 that are on the National Registry, do you know
12 approximately when they went on the Registry?
13 MR. BLEED: I don't. And my
14 understanding -- I happen to be on the -- indeed, I
15 am president of the Nebraska Historic Preservation
16 Board right now. There is little legal difference
17 between a property that's on the Register and one
18 that's eligible.
19 MR. SVOBODA: Okay. I guess -- I mean, we
20 continue to hear that term and phrase thrown around,
21 *historical significance* of a particular property
22 and/or a building on the property. And I at some
23 point have to ask myself, when is this being used as
24 a defense mechanism as opposed to the formal intent
25 of the Registry?

1 MR. BLEED: Yes. It was the job of the --
2 it was the job of the people that did background
3 research to look everywhere. And then it was their
4 job to stand open to the comments that have --
5 MR. SVOBODA: Sure.
6 MR. BLEED: -- that have been made.
7 Presumably all of the routes have been thoroughly
8 investigated, and have been set. The judgments that
9 went into those have further been scrutinized.
10 They're not done being scrutinized now. So that --
11 I'm not sure that they're not being used as defense
12 or offense. The reality is that that -- that gave
13 us level, so they can be used equally. That's a
14 resource that -- that's an approach that can be used
15 equally, by all routes.
16 MR. SVOBODA: Is there a detriment to being
17 on the Historic Registry? I mean, does it deter you
18 from doing anything to your property? Obviously you
19 have to maintain its integrity, I'm going to assume.
20 MR. BLEED: We periodically on the State
21 Historic Preservation Board get letters from people
22 that say, no, we don't want to be on that. We're
23 taking care of it, we don't need that. The
24 advantages are primarily tax advantages. There are
25 tax advantages. There are, however -- can I say

1 this? You can go to hell for taking down a national
2 property, but you can't go to jail. So that that
3 happens all the time, unfortunately. Unfortunately.
4 You know, you get that neat brass placque, but you
5 have to pay for it.

6 MR. WORKMAN: Thank you. We have a
7 question from Ms. Seng, then Mr. Friendt.

8 MS. SENG: At one point I had asked for a
9 map of the location of the sites -- not from you,
10 but from someone else -- and I received that. And
11 it's my understanding there are a fewer number of
12 so-called historic sites on the Mid Route than on
13 the Far East. Is that correct?

14 MR. BLEED: Fewer sites on the Mid than on
15 the East, yes. That's correct.

16 MS. SENG: Quite a few -- quite a bit of
17 difference.

18 MR. BLEED: Yes, quite significant. The
19 part of the eligibility has -- and these are very
20 technical assessments, and they have to do not --
21 they have to do with -- as with how intact the --
22 and the treatment of -- not the age, but the
23 treatment of the structure in an area. And they're
24 also subject to negotiation. So that your question
25 earlier, about just a piece of land -- well, a piece

1 of land that's been treated in a certain way can
2 prevent a piece of real estate from being
3 essentially a stuffed animal in a case to being
4 someplace that can be preserved. Someplace that is
5 preserved and can really reflect a process.

6 MR. WORKMAN: Question from Mr. Friendt.

7 MR. FRIENDT: The question I have, since
8 you're an expert witness, to some degree, at least
9 an objective witness, what's -- once the designation
10 is there, what restrictions are there in the future
11 if the children of any of these historic places say,
12 hey, we want to sell it to some house -- a housing
13 development?

14 MR. BLEED: Yes. I'm not technically as
15 expert as I should be, but it is my understanding,
16 for example, the Lincoln -- that Lincoln's handling
17 of its historic landmarks is more confining than
18 treatment of historic places on the National
19 Register. We have removed properties from the
20 Register because they just were knocked down.

21 It is not a guarantee. People still have
22 to take care of them. And in that regard, I think
23 that it's fair to say -- and I don't want to take
24 too much of your time, but clearly the next step is
25 up to people like PAL, and to people who come here

1 to tell you about the course of their historic
2 places, to have to do the right thing. And we would
3 do that by, for example, starting a farmland
4 easement program, a historic easement program.
5 We're going to be having a seminar in that regard
6 here in Lincoln later on this fall. And those are
7 steps that I think can follow from the discussion.
8 Maybe the best of thing to come out of this
9 discussion that we've had.

10 These are not easy issues, they are subject
11 to a great deal of emotion and hard feelings. But
12 maybe some good can come out of them.

13 MR. WORKMAN: Okay. Thank you, Mr. Bleed.
14 Next speaker, please?

15 COUNTY CLERK: Next is --

16 MR. WORKMAN: Oh, I'm sorry, did you have a
17 question?

18 MR. CAMP: I was just going to make a
19 clarification. I'm not an expert, but I really do
20 commend those individuals who support the historic
21 preservation. Because in this day and age, with the
22 changes of the tax laws and all, there aren't as
23 many benefits to historic preservation as there used
24 to be. As Peter said, you do pay for that placque,
25 but even more so, Congress has removed a lot of the

1 tax incentives. And as Glenn ably asked, down the
2 road there can be changes in those properties. The
3 future generations could -- once you get past the
4 waiting period, you can do what you want with those
5 properties. So it really does become something of
6 an emotional and a spiritual type approach to see
7 that we have historic preservation.

8 MR. WORKMAN: Thank you, Jon. Again, I'd
9 like to urge us to keep our questions to those of
10 clarification rather than comments. Next speaker,
11 please.

12 COUNTY CLERK: Next is Fred Retzlaff, to be
13 followed by Lorraine Retzlaff. Next after that
14 would be Roy Martin.

15 MR. RETZLAFF: I'm Fred Retzlaff. I live
16 at 8601 East Fletcher Avenue. Havelock is my home,
17 been there for over fifty years.

18 I don't own any land in the agricultural
19 area, but I did want to make some comments. I
20 support the Planning Department, the Public Works
21 Department, and the Planning Commission's
22 recommendation that EF-1 is the least desirable of
23 the three alternatives. I agree that following the
24 power line is a good idea, but it would be easy to
25 repair the line in a situation such as an ice storm

1 in central Nebraska when the lines go down.
 2 The Close Route is very important because
 3 we don't need that large a city. Our news is filled
 4 with murder, arsons and just plain abuse on our
 5 citizens because we have grown so much. We don't
 6 need to extend and extend and extend to survive.
 7 Look at your -- we're always behind about fifty
 8 years from what Europe does for their towns and
 9 roads. We always pattern after them, so I really
 10 look for when you -- these cities will be enjoined
 11 in boundaries. I don't think they're going to keep
 12 growing and growing and growing. They're going to
 13 do something else. I don't know what it will be,
 14 whether it's up or what, but they'll do something
 15 else.

16 We think that we have a surplus of
 17 everything. I think each one of you do. But do you
 18 know the surpluses are in material things? Too many
 19 shirts, too many pants, too many cars, too many
 20 trucks. Value is going down. You wouldn't know it
 21 when you go buy a new one, but when you look at the
 22 market, there's a lot of cars and stuff that are for
 23 sale.

24 But we are -- the one thing that we hear of
 25 surplus is always farms and grains and all this, but

1 that's really not true. We have a series of big
 2 grain companies that have the ability to bring
 3 anything in they want to. We are importing large
 4 amounts of everything: Beef, pork, grains,
 5 vegetables, fruits, and nuts. That keeps things
 6 low. Been to the grocery store lately?

7 We need to choose a route now. And the
 8 closer it is, the better. We just can't keep
 9 chewing on this forever. I agree with the planning
 10 department that EF-1 was a bad idea, and that it
 11 needs to be eliminated.

12 I guess, as closing, I came across -- I
 13 come from Iowa yesterday, and I come through Omaha
 14 and all that traffic. Come through West Omaha, and
 15 I had the station on, what used to be WOW, and they
 16 were saying, well, we're sorry about the water on
 17 the west side of Omaha. You can't water your lawns
 18 or wash your cars. And I crossed the Platte River,
 19 and believe you me, there's no water in it. And
 20 when I had KRVN on the other day it was code red,
 21 code red. Shut the irrigators off. And do you
 22 know, water is going to be the one thing that is
 23 going to eliminate a lot of this? Because there
 24 isn't going to be any.

25 Those people -- I've got a customer on

1 the -- near Ashland, and he raised crops in the
 2 '30s, through subirrigation, but -- the river was
 3 bone dry. But now with all these wells in there,
 4 that water columns out and he's got dry land crops
 5 this year. And if Lincoln thinks -- they've got 150
 6 wells there already, Omaha's got 258. If you think
 7 you can keep going that way how you going to water
 8 these people? How you going to keep your town going
 9 when you're short? And how can we just -- a million
 10 acres of farmland is going out of production every
 11 year to urban sprawl. How can we keep this up?

12 Any questions?

13 MR. WORKMAN: Thank you. Do you have any
 14 questions? Thank you, Mr. Retzlaff. Next speaker,
 15 please.

16 COUNTY CLERK: It is Lorraine Retzlaff, to
 17 be followed by Roy Martin, then Kathy Jisa.

18 MS. RETZLAFF: City Council and Lancaster
 19 County Board Commissioners. And I'm Lorraine
 20 Retzlaff.

21 I support the Planning Department, the
 22 Public Works Department, and the Planning
 23 Commission's recommendation that EF-1 is the least
 24 desirable of the three alternatives.

25 I am very concerned about the continued

1 development in the Stevens Creek area. I cannot see
 2 how Lincoln and Omaha can continue to drain the
 3 water resources on the Platte. We will be in the
 4 same position as the western part of the state: no
 5 water. Please -- business such as State Farm Mutual
 6 and dozens of golf courses take a tremendous amount
 7 of water to keep the grass green. Can we continue
 8 to do this?

9 Urban sprawl caused by such as a Far East
 10 Beltway will delete the water supply even more.
 11 Lancaster County should slow down on housing
 12 developments. Greed is behind all this development.
 13 We should keep 148th available for moving farm
 14 machinery, as that is an agriculture area, and it
 15 should continue to be for farming.

16 If we continue to cover up farmland at the
 17 rate of one million acres each year we soon will
 18 have no farms to raise food. The EF-1 was
 19 eliminated because of it being most costly, would be
 20 used by fewer motorists, and required the most land
 21 usage, thus taking the most land out of farm
 22 production. It is also an adverse effect on
 23 historic sites and on the mapped wetlands.

24 I agree with the planning department, the
 25 Public Works Department, and the Planning

1 Commission's recommendation that EF-1 is the least
2 desirable of the three alternatives. Thank you.

3 MR. WORKMAN: Thank you. Any questions? I
4 have one question, Mrs. Retzlaff. You say that EF-1
5 you agree is the least recommended. Do you have a
6 preference on the other two routes?

7 MS. RETZLAFF: Well, I'd say the closer to
8 town the better.

9 MR. WORKMAN: In your opinion the Close
10 Route over --

11 MS. RETZLAFF: The closer -- I can't see
12 where there would be -- you get as far -- clear up
13 there, 141st, people -- the truck drivers and the
14 motorists are not going to go that far to use it.
15 Just makes sense.

16 MR. WORKMAN: Okay. Thank you very much.

17 MS. RETZLAFF: Thank you.

18 MR. WORKMAN: Next speaker, please.

19 COUNTY CLERK: Next speaker is to be Roy
20 Martin, followed by Kathy Jisa and Lyn Wineman. Is
21 Mr. Martin here?

22 Next would be Kathy Jisa, followed by Lyn
23 Wineman and Bruce Bohrer. I hope I pronounced your
24 name correctly.

25 MS. JISA: You did very well.

1 COUNTY CLERK: Thank you.

2 MS. JISA: My name is Kathy Jisa. I live
3 at 6701 North 148th Street. To members of the
4 County Commission and City Council:

5 I agree with the recent decision of the
6 Planning Commission to eliminate EF-1 as one of the
7 routes considered for the East Beltway. I
8 appreciate that the decision was based upon the
9 facts of the study. Two million dollars of
10 taxpayers' money has been spent in this process. I
11 realize that everyone here in this room still has
12 their personal agenda for supporting a preferred
13 beltway route.

14 I have observed this process for six years,
15 and I feel that it is now time to move forward with
16 the decision of the Planning Commission. The EF-1
17 route has gone from being eliminated early on in
18 this study because of the highest cost/lowest
19 benefit ratio to becoming the most preferred site.
20 After reviewing the facts, EF-1 is once again being
21 recommended as the least desirable route.

22 I would like to emphasize several points in
23 the Comprehensive Plan which are important to
24 remember:

25 EF-1 provides the least benefit to

1 congestion reduction and safety, which are the two
2 major goals of a beltway.

3 The EF-1 route has the greatest adverse
4 impact on the number of farmland acres needed to
5 build it.

6 It will cost the most to pave and improve
7 existing rural section roads.

8 It will be least -- it will be less
9 successful as a multiple use corridor as compared to
10 the other two routes.

11 It will have more environmental, visual,
12 and noise impact, and will require more residential
13 relocation.

14 It will have the greatest impact to
15 existing school districts by removing the highest
16 number of acres from the tax base.

17 It has the greatest adverse impact on
18 existing mapped wetlands and natural prairie sites.

19 This site would do the most to contribute
20 to the problem of urban sprawl.

21 I have to question the logic of building a
22 beltway one-half mile from an existing busy paved
23 road, 148th. The next closest paved street is 84th,
24 which is four miles away. Waverly has made it clear
25 that they will not allow the beltway to come within

1 their one-mile jurisdiction of their city limits.
2 This will require over one and a half miles of
3 backtracking from 141st to 123rd.

4 Quoting from the Comprehensive Plan
5 Amendment 94-63, on page 9: "The East Far Beltway
6 is not in conformance with the Comprehensive Plan.
7 It is the least desirable route compared to East
8 Close or East Middle."

9 I would like to address the suggestion that
10 148th Street could be made into a beltway. From
11 Highway 2 to the I-80 overpass on 148th Street,
12 there are 82, 82 farmsteads, acreages, and
13 businesses. This would impact more residences than
14 the other two routes combined. This would be a
15 nightmare. The cost of the required frontage roads
16 needed to provide access and the impact on existing
17 residences would be very costly, with little benefit
18 achieved in traffic volumes and time savings. This
19 is why 148th Street was eliminated early on in the
20 process as a consideration for a beltway
21 alternative.

22 I appreciate your time, and I hope you will
23 follow the Planning Commission's recommendation.

24 MR. WORKMAN: Thank you. Any questions?
25 Thank you, Mrs. Jisa. Next speaker, please.

1 COUNTY CLERK: To be Lyn Wineman, to be
2 followed by Bruce Bohrer and Paul Lemke.

3 MS. WINEMAN: Members of the City Council
4 and County Board, thank you for hearing my
5 testimony.

6 My name is Lyn Wineman, and my husband Neil
7 and I and our three children live right in the
8 middle of it all, the historic Stevens Creek Stock
9 Farm, which is one of seven historically significant
10 properties located in the East Far Beltway corridor.

11 I have a map to show you that shows where
12 these sites are. You'll see that it includes the
13 Arthur Monahan Farmyard. The Arthur Monahan
14 Farmyard, the Meadow Grove Farm, which is sometimes
15 referred to as the Shirley Retzlaff Barns and Silos,
16 the Forest Brook Farm, the Herter/Hagaman/Sartore
17 Farm, the Elaine and Owen Herter Farm, and the
18 Penterman/Hunt Farm. As you know, all these
19 properties are considered historically significant
20 landmarks.

21 I'm here today to support the unanimous
22 decision and vote of the Planning Commission not to
23 build the East Far Beltway corridor. The
24 Comprehensive Plan Amendment states that the East
25 Far Beltway corridor is not in conformance with the

1 dollars that are vital to this beltway project will
2 trigger Section 4(f), as you have heard from other
3 speakers. Quoting from Section 4(f) -- and I do
4 have a policy paper on Section 4(f) with me today --
5 the act prohibits the federal funding of any
6 transportation project that requires the use of any
7 historic site, unless there is no feasible or
8 prudent alternative to the use of the site. That is
9 a direct quote from the policy paper.

10 The Planning Department summary clearly
11 states that there are better alternatives to the
12 East Far Route. These alternatives are better in
13 terms of meeting the growth and development goals of
14 Lincoln and Lancaster County.

15 Additionally, Section 106 of the National
16 Historic Preservation Act requires that the Federal
17 Highway Administration assess the reasonably
18 foreseeable direct and indirect adverse effects of
19 building the beltway. In the case of the East Far
20 Route it is reasonably foreseeable that the
21 construction of the proposed beltway would cause or
22 accelerate changes in land use that would become an
23 indirect and adverse impact.

24 Earlier this year these same seven historic
25 properties were listed on America's eleven most

1 Comprehensive Plan. It is the least desirable route
2 compared to the East Close and East Middle.

3 Also quoting from the Comprehensive Plan,
4 the east -- Amendment -- the east route has the
5 least travel savings and may be the most expensive
6 route to build. The east route is the least
7 effective for relieving traffic for the City of
8 Lincoln, it requires more land compared to the other
9 routes, it has more negative impact on natural
10 resources and significant historic sites than other
11 routes; and furthermore, the East Far Route does not
12 have the lowest negative impact on existing
13 residences.

14 While the purpose of the Comprehensive Plan
15 amendment is not to determine the accuracy of or
16 merits of the Draft Environmental Impact Study, I
17 have personally read every single letter and the
18 public testimony that was provided in the comment
19 period, and I understand that many serious errors
20 have been brought to the attention of federal
21 highways. Once these errors are corrected in the
22 EIS, I believe that it will become even more
23 apparent that the East Far Route is the least
24 desirable route.

25 My understanding is that the federal

1 endangered historic places. To show you the
2 significance of this, also listed on this were the
3 Carter G. Woodson home in Washington, D C., Ford
4 Island and Pearl Harbor, the Bik Kai Temple in
5 Marysville, California, and Telluride Valley Floor
6 in Colorado, among others.

7 Since 1988, the National Trust has
8 designated more than 120 sites into this listing.
9 And during that time they've been able to work with
10 communities, with property owners, and with
11 preservation groups to preserve all but one of these
12 significant sites. The Trust is working very
13 closely with all of the Stevens Creek settlements
14 that are threatened by the East Far Beltway
15 corridor.

16 Additionally, I was sitting here in this
17 room on December 15th, 1988, when the Council and
18 County Board selected the East Far Beltway as the
19 preferred route to study. I recognize that at this
20 time these bodies -- you were not appropriately
21 counseled on the process, and that you don't have --
22 didn't have the information that is available today.
23 And while I do feel empathy for those who purchased
24 land and built homes in the East study area during
25 this time, I recognize it would be difficult to

1 compensate them for their time and investment in
2 those properties.

3 But please recognize that Charles Retzlaff,
4 my great, great, great grandfather, settled the
5 Stevens Creek Stock Farm long before Lincoln became
6 a city. It would be impossible to compensate my
7 family for nearly 150 years and seven generations of
8 preservation and dedication to this area.

9 This is a spiritual and emotional issue, I
10 agree. The beltway selection process has been
11 frustrating and stressful to all who live in the
12 East Beltway corridor. It's already cost the
13 taxpayers of Lincoln over \$2 million, and therefore
14 I would just make a sound and logical decision and
15 support the unanimous vote of the Planning
16 Commission to deny the East Far Beltway corridor.
17 Thank you.

18 MR. WORKMAN: Thank you. Questions,
19 please?

20 MS. McROY: Lyn, turning back to your
21 America's eleven most endangered places map, were
22 any of the other places listed, was your farm -- I
23 guess they're endangered there for a reason. Was
24 any development going on near them, a beltway type?
25 Any similar circumstance --

1 MR. WORKMAN: Mr. Friendt.
2 MR. FRIENDT: As it relates to the federal
3 law that you cited, would the beltway route use land
4 from the farm?

5 MS. WINEMAN: It would run adjacent --
6 right now, the way the beltway is drawn, it would
7 have run adjacent to the land that my family owns
8 that is on the National Historic Register, so
9 therefore it would cause an adverse impact.
10 However, it would run directly through the Theresa
11 Retzlaff farm, which is right next to our farmyard.
12 And therefore that would be not only an adverse
13 indirect impact, it would be a direct impact on her
14 farm.

15 Any other questions?

16 MR. FRIENDT: Thank you.

17 MR. WORKMAN: Thank you, Mrs. Wineman.

18 MS. WINEMAN: Yes.

19 MR. HENRICHSEN: Stephen Henrichsen,
20 Planning Department. I'm sorry, I just want to
21 clarify one item. The property that is on the
22 National Register today is 160 acres. An additional
23 80 acres for a total of 240 was deemed eligible.
24 MS. WINEMAN: I apologize.
25 MR. HENRICHSEN: No, I realize you're very

1 MS. WINEMAN: There is detailed information
2 available on all of these places on the National
3 Trust web site. I do have some familiarity, and
4 yes, several of these places are threatened by
5 development surrounding them. Some of them are
6 threatened by their owners. And unlike being
7 registered on the National Register, being part of
8 the eleven most endangered list means that if in the
9 future our family does decide to sell off part of
10 farm, or that we did not want to preserve the barns
11 in the state that my grandparent have done so
12 religiously, that they would -- because we're on
13 their list, they would become fighting against us as
14 opposed to fighting for us. So that does have some
15 longitude in that listing.

16 MR. WORKMAN: Thank you. Yes.

17 MR. CAMP: Lyn, would you refresh my memory
18 on how much -- how many acres you have on the
19 Stevens Stock Farm?

20 MS. WINEMAN: There are 800 acres that are
21 currently designated by SHPO as historically
22 significant. And then we have applied for an
23 additional acreage to be added to that. All of that
24 land is part of the original settlement of Charles
25 Retzlaff.

1 nervous. However, there have been some discussions
2 about the original farm being 800 acres and that
3 there have been other members in the family
4 expressed interest. But it is only the 240 that is
5 deemed eligible.

6 MS. WINEMAN: Sorry. I didn't mean to
7 mislead you.

8 MR. WORKMAN: Thank you. Next speaker,
9 please.

10 COUNTY CLERK: Next speaker would be Bruce
11 Bohrer, Followed by Paul Lemke and then Svata Louda.

12 MR. BOHRER: My name is Bruce Bohrer, for
13 the record that's spelled B-o-h-r-e-r, representing
14 the Lincoln Chamber of Commerce. The address is
15 1135 M Street, Suite 300.

16 I've submitted written testimony that each
17 of you should have in your packet, so I'm not going
18 to go over it word by word. We've got a letter in
19 support of both the South Beltway and the East
20 Middle corridor for the East Beltway selection. I
21 think I'll just let you read that at your leisure,
22 and just kind of summarize some of the points that
23 I've heard this evening.

24 I'm probably not going to plow any new
25 ground here, but some of the points I'd like to

1 touch upon are the comments about doing no harm.
2 And certainly that was one of the things that we
3 looked at when we evaluated the different impacts of
4 the east corridors.

5 And the other concerns I heard were cost
6 concerns, obviously. We do believe that there is a
7 very significant question about whether or not the
8 East Far Route would allow for any federal
9 participation in the funding aspect of it, and that
10 also influenced our choice of the East Middle Route.

11 The other concern we heard tonight also
12 that we considered was a historic concern about
13 historic properties, which also influenced why we
14 selected the East Middle Route.

15 I do agree that there -- you have to be
16 concerned about preservation. And I guess just as
17 an aside, you know, on a personal note, just to veer
18 a little bit from my prepared comments -- I come
19 from a family also of grandparents who -- both my
20 grandparents farmed in central Nebraska. I have --
21 I feel very lucky to have a young son that gets to
22 go out to his grandfather's farm about thirteen
23 miles west of here, and has an opportunity perhaps
24 in the future to pursue that if he wants to. But I
25 also am very concerned about what other

1 opportunities we'll have in Lincoln for him. And I
2 think we need to recognize that, and recognize the
3 balance here as far as Lincoln being able to grow.

4 I know some people are very concerned about
5 the growth. We feel that if we don't grow, there's
6 just not an option of just standing still. You
7 either grow or you move back. And I guess I'd
8 just -- I think there is a way that you can balance
9 this. And I think a big issue here is the concern
10 about looking at this from a planning perspective
11 and making a choice here, although it is a very
12 difficult choice, so that people can make decisions
13 and plan for their future. Because I think all of
14 us have an opportunity here to try to, you know,
15 adjust our plans for how the future is going to be
16 for us. And I think this is going to play a very
17 important role.

18 If we invest -- if investment in our
19 transportation systems doesn't keep pace with our
20 population and our economy, these systems become
21 overburdened and outdated. I think we see that on
22 Highway 2. They become an impediment to the
23 economic growth that we seek, and I think most of
24 the community does seek that.

25 As I spoke, the opportunities for our

1 children and our young people -- and I think there's
2 a big concern about brain drain, and rightly so.
3 And transportation infrastructure makes or breaks
4 business decisions on where to locate every day, and
5 with that -- with an inadequate infrastructure
6 Lincoln suffers lost time and opportunity.

7 Expanding our transportation infrastructure
8 to meet tomorrow's needs will be disruptive, and I
9 know it's a very difficult decision, but -- the
10 status quo may seem an easier solution right now,
11 but it will only produce longer and more frequent
12 delays. It will produce more hazardous traffic
13 conditions in the future and more environmental
14 damage.

15 So on behalf of the Lincoln Chamber of
16 Commerce I would urge your support for the East
17 Middle Beltway Comprehensive Plan Amendment No.
18 94-64, and also the South Beltway Comprehensive Plan
19 Amendment. I'd be happy to answer any questions.

20 MR. WORKMAN: Questions? Mr. Friendt?

21 MR. FRIENDT: What position would you take,
22 Bruce, if the farm your son gets to go to was like
23 at 120th street in the Stevens Creek?

24 MR. BOHRER: Well, that's a good question.
25 I know that there's a balancing of interests. And

1 when we approach these interests, I think that you
2 have to look at the overall good of the community.
3 I know some people are going to have to sacrifice
4 more. But I would just mention to you that the farm
5 that he might have a chance to go to has the
6 interstate running right next to it. And at one
7 point that interstate took some of that farm.

8 And so I don't know if he would have taken
9 the position or if it would be fair for me to take a
10 position, or my in-laws, at the time, and say, the
11 interstate shouldn't come through here. Go around
12 us. You know?

13 There are a lot of sacrifices that people
14 have made, and I think somebody alluded to it
15 earlier that -- I think I probably drive on roads
16 every day just within the City of Lincoln that were
17 at one point a farm. And I know I live in a house
18 that was built in 1926. And so I could probably
19 pretty safely say at least for 75, 76 years it
20 hasn't been a farm ground, but a lot of the homes
21 that are not too far south of here and not too far
22 east of here were at one point farms. And the city
23 has grown out, and, you know, people have benefited
24 from that.

25 MR. FRIENDT: Thank you.

1 MR. WORKMAN: Other questions? Thank you,
2 Mr. Bohrer. Next speaker, please?

3 COUNTY CLERK: Next would be Paul Lemke, to
4 be followed by Svata Louda, then Robert Retzlaff.

5 MR. LEMKE: I don't know, sometimes you can
6 stick that thing up on the screen.

7 First of all, I always found it very
8 distressing, in a way, that some county
9 commissioners have always had concerns, you have
10 concern, you have a suggestion how this is a very
11 emotional thing for us. Well, it's not. To me,
12 yeah, there's anger involved, but my anger is due to
13 the waste and, really, the stupidity. One of which,
14 we've already spent \$2.5 million. We've got to
15 build a beltway now. We can't -- you know, we spent
16 this money. Well, you know, there's that old
17 saying, throwing good money after bad. And I think,
18 for two and a half million dollars, I'm not sure we
19 got our money's worth.

20 For one thing, when we saw the beltway
21 descriptions up there, and the middle one it said
22 businesses affected -- no businesses affected.
23 Well, see, they don't consider a farmer a
24 businessman, or agriculture a businessman. Where is
25 this study or how many of these farmers are going to

1 end up being put out of business because of this?
2 They don't put that down. They don't care.

3 I tried to make suggestions before to the
4 consultant firms on how to -- different options you
5 could do that would not include a beltway. Now,
6 you've heard several people, and I think you can
7 pretty much tell most of them were from the CARS
8 group. I went to their first meeting, and I talked
9 to the leadership afterwards, and basically their
10 philosophy was, we really don't want a beltway. But
11 we're going to support a beltway, because if we
12 support the beltway we can control more where it's
13 going to go. And their goal is always to put it in
14 the middle.

15 And I know I'm going to get -- look, if
16 looks could kill they'd be coming from back here.
17 Because that's another thing. This historical
18 thing. Historical Registry. If -- well, let's put
19 it -- Mr. Svoboda asked a very good question. When
20 did these pop up?

21 It happened a lot of them came after the
22 recommendations you guys voted on last time.
23 Everybody, especially those along the Far, got
24 letters to get your building on the Historical
25 Register. Now, I can understand if you got an old

1 place, you know, the building being put off. But
2 why 120 acres? That doesn't make sense. If you're
3 going to do that, the Lemkes have land there that's
4 just as old. The Katoulas (phonetic) have land
5 there that's just as old. The Spot family, which
6 are now a different name, they have land there just
7 as old. Everybody has that land out there for that
8 long a time. So it's ridiculous to say, you know,
9 this is all off limits because it's historical.

10 I drove by -- you know, I kept hearing
11 about this holy land, this Stock Farm there. I
12 drove by to look at it the other day. I kept
13 hearing about the long tall prairies and everything.
14 I looked -- looked like a pasture to me. My dad has
15 the same thing north of the barn.

16 You know, and as for historic sites, land
17 being undisturbed -- well, Stevens Creek then should
18 be classified as a historical creek. So how come
19 you're going to be crossing it twice if you use the
20 Middle Route? You know, it doesn't make sense.
21 It's just -- if you were Mike Retzlaff or if you had
22 land in the right area you could be a historical
23 site.

24 Now, I live at 13800 Pine Lake Road, which
25 would be close to the Far. I mean, 148th, doesn't

1 take too much math to tell the difference. If you
2 were going to put a beltway in, which is totally
3 unneeded, the Far one would make the most sense.
4 The further away you go it's --

5 CITY CLERK: One minute.

6 MR. LEMKE: Oh, you want -- okay. Real
7 quickly -- there's so much to talk about.

8 The Planning Commission, the last thing we
9 heard was from a developer, who didn't identify
10 himself as a developer at the time. He said, it's a
11 no-brainer. Well, we did find out there's five
12 people on the Planning Commission that have no
13 brains. The two that did not want the beltway, the
14 ones that had thought -- now, true, there is no --
15 112th does not go the way down from Highway -- or
16 the interstate all the way to Highway 2. The last
17 mile and a half. That can be put in.

18 98th, it will not go all the way up and
19 down. But there is a section there that could have
20 a road put in. I asked the consultants about this.
21 I was told no, we can't do that because it would go
22 alongside a golf course here and there's a
23 multimillionaire that lives here. Oh, they get
24 consideration, but the regular people don't.

25 You've got 134th. That only has about a

1 mile more it needs added on, and it would be a
2 through road. Now, does it zigzag over a bit --
3 just one more second. I'm sorry. I had a client --
4 I have a -- I look at this, and I drive up 148th
5 every single day. Now, I'm still saying there is no
6 need for a beltway. I could see a four-lane
7 highway. And what you would so -- oh, well, thank
8 you. I wish I had a pointer.

9 If you come off the entrance ramp that's
10 already okayed, and you zigzag like you're going to
11 the Far Route, keep on going, go down to 148th, that
12 will connect up north of Adams. At that point you
13 have no houses. There's -- I suppose a person could
14 say there's a wetlands somewhere, in the ditch, but
15 you get on 148th, head down 148th all the way to
16 about Midway Road, and when you get to about Midway
17 Road, then you want to angle over and connect to the
18 overpass on 162nd, which is also Highway 43. You
19 could have a straight shot, Waverly to Bennet on to
20 43.

21 We have people where I work that -- I work
22 in Waverly. We have people that come from Tecumseh,
23 Sterling, Adams. You know, Nebraska City. When
24 they hear about the beltway, and hear about 141st,
25 hear about the middle one, they think it's

1 ridiculous. They say no one's going to use it. The
2 truckers won't use it. You know, you had
3 Mr. Petersen up here, he spoke several times --

4 MR. WORKMAN: Mr. Lemke, one more minute,
5 please.

6 MR. LEMKE: Okay. I'm sorry. I can ramble
7 on forever if you let me. And by the way, I would
8 like to congratulate my niece, the second speaker
9 here. She is a really nice-looking lady and very
10 intelligent. And I thought that Greg did a
11 wonderful job also.

12 I don't want to offend you people very much
13 here, but fiscally you guys aren't really always the
14 best in the world. Let's take the agracenter thing.

15 MR. WORKMAN: Mr. Lemke, would you stick to
16 the topic, please.

17 MR. LEMKE: Okay.

18 MR. WORKMAN: How about fifteen more
19 seconds, please.

20 MR. LEMKE: All I will say is that the
21 proposed beltway, the money is not there. The
22 prices quoted are not correct. It's -- you know
23 it's going to be at least double, if not triple.

24 Okay, I'll take a question.

25 MR. WORKMAN: Any questions? No questions.

1 Thank you, sir.

2 MR. LEMKE: Oh, I didn't think so. Okay,
3 thank you.

4 MR. WORKMAN: Thank you. Next speaker,
5 please.

6 COUNTY CLERK: That would be Svata Louda,
7 to be followed by Robert Retzlaff and then Rod
8 Otley.

9 DR. LOUDA: Thank you very much. I'm Dr.
10 Svata Louda. I live at 1300 700 Adams Street.

11 My professional training -- as background
12 or credentials, my professional training includes a
13 bachelor of arts and economics -- actually, can I
14 give you this, so that -- to the clerk, please? I
15 have copies of this. Because I'm kind of nervous.

16 My -- as background, my professional
17 training includes a bachelor of arts in economics, a
18 master of science in biology, and a Ph.D. in
19 ecology. And I've worked in both regional economic
20 development and environmental biology, so I feel I
21 have some background in some of the issues that
22 you're addressing. My current position is professor
23 of biological sciences at the University of
24 Nebraska, and my professional expertise is in the
25 ecological interactions that underlie the

1 functioning of national communities, particularly
2 prairies. I'm also a resident and property owner in
3 the East Beltway study area.

4 The lands that my husband and I own, much
5 of which he and his family have farmed for
6 generations, will be affected directly or indirectly
7 by any of the routes. However, one route is clearly
8 the least damaging and most consistent with the
9 goals and strategies of the Comprehensive Plan, and
10 that is the proposed East Middle Beltway Route.
11 Thus my purpose is to support the recommendation
12 made to you by the Planning Commission.

13 Specifically based on my experience in
14 economic development and the environmental studies,
15 and on my understanding of the data available, I
16 presently -- I strongly recommend the choice of the
17 East Middle Beltway route between 120th and 134th
18 over either the East Near or East Far routes. The
19 East Middle Beltway route is clearly the least
20 damaging to people, to farmland, to historic
21 properties, and to natural resources.

22 The facts that lead to this conclusion are
23 straightforward and they have led an experienced
24 planning staff and the majority of this community to
25 decide that the proposed East Middle Beltway route

1 would be the most consistent with planned
2 development of our community over the long term.
3 Briefly, I'd like to review some of those facts.

4 The East Middle Beltway route, compared to
5 the East Close or East Far routes, conforms with the
6 Comprehensive Plan most effectively, and it's an
7 optimization process, as Dr. Bleed pointed out.
8 It's not that there's -- you know, it's the
9 minimization of negatives as well as the
10 maximumization of the advantages. So it provides
11 the most efficient new truck route by providing a
12 straight shot down without any backtracking.

13 It's the most economic route. If you take
14 both the cost of development of the beltway itself
15 and the connecting routes -- and I would like to
16 address Mr. Friendt's question with respect to the
17 benefit-cost ratio and the local costs of
18 development of additional thirteen miles of local
19 roads -- that's not going to be funded by the
20 federal government. So from my perspective, it is
21 the most economic route.

22 It has the most potential for multi -- as a
23 multiuse corridor, so more community would be
24 benefited. It has the least number of homes
25 confiscated. It has the least noise impact, the

1 rated as in good condition. It was in the East
2 Beltway study area. These facts provide yet another
3 reason to accept the Planning Commission's
4 recommendations.

5 So it's my opinion that they have given you
6 the strongest optimization alternative in this case.

7 MR. WORKMAN: Thank you. Jon.

8 MR. CAMP: Yes. I appreciate your
9 testimony.

10 I come back just questioning arguments, and
11 this is a devil's advocate question, but where you
12 mention here the most economic route once the cost
13 of connecting roads is added -- from a practical
14 standpoint, aren't we going to see those connecting
15 roads paved at some point regardless of what
16 happens, as Lincoln grows?

17 DR. LOUDA: Yes, probably. But I don't
18 think that you're going to have paved -- or expanded
19 to the extent that you're going to have to expand
20 them if you actually put in a beltway as far out as
21 the EF-1.

22 MR. CAMP: And I guess, as others have
23 testified earlier, whatever the time frame is of --
24 somehow, mentally, I just -- I try to put some value
25 on the fact that those will probably be paved

1 least visual impacts, the least impact on the most
2 historic farms, the least farmland confiscated, the
3 least cropland removed from production, the least
4 amount of wetland impacted based on my calculations,
5 which are in this letter, and the least destruction
6 of the remnant tallgrass prairie.

7 The destruction of the tallgrass prairie is
8 of special concern to me, as you may well suspect,
9 based on my professional interests. Unfortunately,
10 the value of the remaining tallgrass prairie and the
11 trade-offs among the route are not well explained in
12 the DEIS.

13 I'd like to point out that the tallgrass
14 prairie is the most endangered ecosystem in the
15 United States. Less than one percent remains, so
16 it's my opinion that a case could be made that local
17 tallgrass prairie remnants have a status under the
18 law. Specifically, the National Environmental
19 Policy Act has terrestrial resources of local,
20 national, and international significance. In this
21 context, the East Far Beltway route is unacceptable
22 because it would directly impact the greatest number
23 of tallgrass prairie remnants, destroy the most
24 acres of tallgrass prairie, and directly and
25 indirectly harm the only piece of tallgrass prairie

1 anyway. I don't know if that -- but with your
2 professional background, I appreciate your input.

3 DR. LOUDA: I guess I would argue that we
4 have a choice now to determine the extent to which
5 the mega streets are going to be developed. And the
6 further out -- as other people have said, the
7 further out you put it, the more sprawling you're
8 going to have and the more wide streets you're going
9 to have to develop, because you're encouraging
10 sparse development further out.

11 Now, the East Close Route, to me, is not
12 acceptable, because of both the natural resource
13 impacts and the human impacts. I mean, we've
14 already gone too far in terms of the development
15 close to the city. So if it is an optimization
16 process, which I believe that's the only way you can
17 look at it now, this looks like -- to me -- the
18 least damaging route.

19 And for the people that said no beltway, I
20 think that's short-sighted thinking. Lincoln is
21 going to grow. And can we guide this growth, and
22 direct it, and confine it, and plan it, and do it in
23 a way that gives us the quality of the environment
24 and careful growth. Or I guess some people call it
25 smart growth. You know.

1 MR. WORKMAN: A question from Ms. McRoy.
 2 MS. McROY: A question; on page 2 it talks
 3 about the tall prairie grass would be protected
 4 under law. Is there a way to protect that?
 5 DR. LOUDA: This is -- it's my opinion that
 6 a case could be made.
 7 MS. McROY: A case could be made, but
 8 currently it's not an endangered -- or it's that a
 9 state or the locality would have to protect a
 10 certain amount of that remaining tall prairie grass?
 11 DR. LOUDA: No, I don't think so. I think
 12 the law specifically states that, if there were any
 13 endangered species on any of the properties, that
 14 you would have full protection, like the historic
 15 properties. But I think that there's also the
 16 argument that it says that federally funded action
 17 should not jeopardize natural resources of unique
 18 value. And I think that the case could be made, by
 19 a good lawyer, that this is of concern.
 20 MS. McROY: The beltway -- we're talking
 21 about the beltway in this instance, but is this
 22 grass fully protected? I mean, you said it's less
 23 than one percent remaining in the United States.
 24 DR. LOUDA: The Audubon Society, the Nature
 25 Conservancy, and the Sierra Club in this county are

1 Nebraska.
 2 I'm appearing to support the Planning
 3 Department's recommendations and the Planning
 4 Commission's decision to deny the East Far Beltway
 5 route. I agree that the East Far Route would not
 6 serve the goals of the Comprehensive Plan as well as
 7 either of the other two routes.
 8 My mother owns the historic Forest Brook
 9 Farm located on Van Dorn between 141st and 148th
 10 Street. I am the third generation, and my sons are
 11 the fourth, to farm this land. For several years we
 12 have responded and written many letters regarding
 13 the historic boundaries and negative impacts that
 14 the EF-1 beltway would have on our farm. But we
 15 have gone unanswered and our concerns are
 16 unresolved.
 17 We strongly disagree with the boundary
 18 determinations in the DEIS. The boundaries of our
 19 farm are flawed because they do not incorporate the
 20 parcel of land that retains its historic integrity,
 21 which was actively managed, occupied, settled, or
 22 manipulated during the historic period that is
 23 related to the significance of the farm.
 24 Because these boundary determinations are
 25 flawed, our family, along with the National Trust

1 working very hard to do that.
 2 MS. McROY: So they are working to protect
 3 it.
 4 DR. LOUDA: Yes, they are working very
 5 hard.
 6 MS. McROY: Because I was thinking that if
 7 we have less than one here in here in Lincoln or
 8 Lancaster County, then --
 9 DR. LOUDA: No, actually it's not just in
 10 Lancaster County, it's in the world. It's in the
 11 Great Plains. So we have some of the most valuable
 12 remnants. Thank you for helping me make that point.
 13 MR. WORKMAN: Thank you. Okay, any further
 14 questions? Thank you, Dr. Louda. Next speaker,
 15 please.
 16 COUNTY CLERK: That would be Robert
 17 Retzlaff, to be followed by Rod Otlely.
 18 MR. RETZLAFF: Mr. Chairman, members of the
 19 Lincoln City Council, and Lancaster County
 20 Commissioners:
 21 My name is Robert Retzlaff. I have a Ph.D.
 22 degree in agricultural economics, and I farm with my
 23 two sons Matthew and Jonathan east of Lincoln. I'm
 24 also representing my mother, Theresa Retzlaff, who
 25 lives on 141st and Van Dorn, and I live near Bennet,

1 for Historic Preservation, the Preservation
 2 Association of Lincoln, and our neighbors hired an
 3 experienced and nationally recognized, certified
 4 historic consultant from Minneapolis to research and
 5 document her findings regarding the boundaries of
 6 our farm. She has determined that the boundaries
 7 should include the entire 79.96 acres parcel, and
 8 not just the historic farm buildings. Her report is
 9 included in your notebook of DEIS comments that you
 10 received from the Planning Department. On the
 11 request of the National Trust and the Advisory
 12 Council on Historic Preservation her report will be
 13 submitted to the keeper of the Register for a
 14 boundary determination.
 15 This is a significant -- this is
 16 significant, because the EF-1 corridor runs right
 17 through the middle of our farm, which would
 18 be taking up historic property. Therefore,
 19 according to the federal law, there will be no
 20 federal funding for this route if there are other
 21 feasible routes. I have prepared a map marking our
 22 farm in blue for your consideration. I'd like to
 23 show that to you now.
 24 This blue farm is the Forest Brook Farm.
 25 It is registered at the courthouse, the name, in

1 1921. And my grandfather bought that farm in 1914.
2 It lies east and west. Because the beltway cuts
3 through the middle of the farm, as you can see on
4 that map, we would be unable to get our cattle from
5 the farmyard to part of the pasture. This would
6 really negatively affect our livestock operation.

7 In addition, the overpass on Van Dorn would
8 infringe on our farm, and any additional traffic,
9 noise, visual, or cumulative impacts of the
10 beltway would only further damage the farm. Federal
11 law affords protection to historic landmarks.

12 I thank you for the opportunity to speak to
13 you. We agree with the planning staff and the
14 Planning Commission's recommendations, and urge you
15 to support these recommendations as well.

16 MR. WORKMAN: Thank you. Questions? Yes.

17 MR. FRIENDT: Mr. Retzlaff, so this piece
18 of property as you've outlined in this abuts the
19 Stock Farm. Does it have buildings on it?

20 MR. RETZLAFF: Yes, it does.

21 MR. FRIENDT: What kind of buildings?

22 MR. RETZLAFF: You should have that DEIS
23 report --

24 MR. FRIENDT: That's fine, but for the
25 record --

1 I was sort of a proponent of the no-build,
2 but the more we looked at it, there are no
3 north-south roads east of Lincoln that are
4 continuous, or I mean through roads. So that would
5 be kind of a little tougher to do than I realized.
6 When you get to 148th, like Kathy Jisa said, we've
7 got 82 residents and businesses, the church on that
8 route already. So to do anything other than a two-
9 lane or maybe even a four-lane road would be a real
10 difficult one there. And the federal money probably
11 wouldn't be available because of the -- you'd have
12 to go through the historic properties that are along
13 that route also.

14 If you don't do any of those and you want
15 to go further east, like some people suggest, then
16 you're -- you need a new study. You need to come up
17 with a couple more million dollars to proceed
18 further east. And you probably ought to get Omaha
19 included, since they're probably going to benefit
20 more than you are in some respects from this if you
21 get the road out too far east.

22 So I'm going to basically support the
23 Middle Route. Thank you for your --

24 MR. WORKMAN: Okay. Any questions? Thank
25 you, Mr. Otley. Next speaker, please?

1 MR. RETZLAFF: There is a stone home, there
2 is a barn approximately 40 by 60, there's the old
3 style corncob crib which has the corn, there is a
4 chicken house. With some -- there's granaries,
5 which won't have any heat sensors or fans, anything
6 of this type. There's a cow shed and there's some
7 older buildings which probably should be removed at
8 some time.

9 MR. FRIENDT: When was the house built?

10 MR. RETZLAFF: 1947. The original frame
11 home burned down to the ground, and they replaced it
12 with a stone home.

13 MR. FRIENDT: Thank you.

14 MR. WORKMAN: Any further questions? Thank
15 you, Dr. Retzlaff. Next speaker, please.

16 COUNTY CLERK: Next would be Rod Otley, to
17 be followed by Marleen Rickertsen and then Ed Foy.

18 MR. OTLEY: I'm Rod Otley, a farmer/
19 property owner at 140th and Adams Street. I support
20 the recommendations of the Planning and Public Works
21 Department and the Planning Commission to use the
22 Middle Route for the beltway. I'm just going to
23 skip over most of my notes here, because you've
24 heard it a dozen times already, and I'm going to
25 dwell on the no-build. The no-build option.

1 COUNTY CLERK: Next would be Marleen
2 Rickertsen, followed by Ed Foy.

3 MS. RICKERTSEN: Good evening. My name is
4 Marleen Retzlaff Rickertsen, and I live on Dundee
5 Drive. However, I have spent most of my life on
6 Stevens Creek Stock Farm. I grew up there, and
7 Bryan and I raised our family there. And by the
8 way, it was listed on the National Register in
9 1979.

10 As I grew up I learned about my family and
11 the joys and struggles they experienced to survive
12 on the plains. The more I learned, the more
13 important the preservation of this special place
14 became to me.

15 I'm committed to the preservation of other
16 historic landmarks as well. Bryan and I are members
17 of the National Trust for Historic Preservation, the
18 Nebraska State Historical Society, the Preservation
19 Association of Lincoln, and I have served on the PAL
20 board for seven years.

21 In addition to historic preservation we are
22 also interested in the future planning of the
23 Stevens Creek Basin. Bryan has served both on the
24 NRD advisory group for the Stevens Creek flood
25 control project and the beltway advisory group. I

1 have recently served on the Stevens Creek task
2 force.

3 The task force discussed historic and
4 cultural resources at length and made a strong
5 commitment that historic sites should be documented
6 and preserved. The denial of the East Far Route
7 would be consistent with these task force
8 recommendations, because there are seven documented
9 sites near this route. And by the way, many of them
10 were documented by the studies for the beltway.

11 Our task force also discussed the beltway
12 at length. We did not have information available to
13 make the recommendation. However, we did recommend
14 that the local authorities make a decision on the
15 East Beltway route as soon as possible to facilitate
16 planning in the basin.

17 We have been involved in the beltway
18 project from the very beginning, almost seven years
19 now. Early in the study process it was suggested
20 that the average citizen would have a very difficult
21 time understanding the beltway study process and the
22 environmental impact statement. From that moment on
23 I made it my mission to understand and participate
24 in the process as best I could.

25 I have attended every public meeting I

1 could, I have researched the National Register
2 criteria for surveying and evaluating historic
3 resources. I have especially studied the National
4 Register Bulletin 30, which are guidelines for
5 evaluating and documenting rural historic
6 landscapes. I have received information from the
7 Advisory Council on Historic Preservation, from the
8 National Trust for Historic Preservation, from the
9 Federal Highway Administration, and from litigating
10 attorneys across the country on transportation
11 questions.

12 We received consulting party status for the
13 beltway project from Mr. Kosola. Eleanor Francke
14 and I along with Roger Figard, Jim Linderholm, and
15 the other beltway consultants attended the Federal
16 Highway Administration 4(f) workshop and learned
17 about the laws regarding the preparation of the
18 DEIS and EIS document. A few of us from the
19 community also attended a conference in Chicago at
20 the Environmental Law and Policy Center which
21 focused on every aspect of the DEIS document, from
22 the need and purpose statement, traffic modeling,
23 cost-benefit figures, environmental issues, to 106,
24 4(f) and NEPA requirements.

25 Based on what we have learned, it is clear

1 that the East Far Beltway would be very difficult to
2 fund. Federal laws have been put into place to
3 protect historic sites and historically eligible
4 sites from federally funded transportation projects.
5 These laws protect the properties from direct
6 destruction, and equally important, they protect
7 historic properties from indirect impacts that would
8 destroy the setting or character of the sites
9 immediately or sometime in the future. Even if an
10 expressway weaves around and between seven historic
11 sites so it just misses them, the indirect impacts
12 are so great that federal funds are probably not
13 available, even if they're -- if there are other
14 feasible alternatives. According to the Journal
15 Star, Federal Highways agrees.

16 Planning Department has done an excellent
17 job of analyzing the information and preparing their
18 recommendation. You have the opportunity to make an
19 important decision regarding Lincoln's future
20 traffic needs and the preservation of some of the
21 oldest farms in the county. Each of these historic
22 resources become more valuable to the community
23 every year.

24 I urge you to consider both the traffic
25 needs and the preservation of these historic farms

1 in your decision for future generations to
2 appreciate twenty-five, fifty, or a hundred years
3 from now. So I support the planning department, the
4 Planning Commission, the Mayor, and Federal
5 Highway's recommendation to make a decision and deny
6 the East Far Beltway route. Thank you.

7 MR. WORKMAN: Thank you. Questions? Mr.
8 Camp.

9 MR. CAMP: Marleen, throughout your
10 testimony and in previous conversations we've had I
11 think you have pretty much said you don't want the
12 East Far Route. Have you ever come -- come to any
13 decision on any of the other routes or the no-build
14 concept or --

15 MS. RICKERTSEN: Well, I hate to think
16 about it. And no matter what decision is made
17 someone is going to be hurt. But I'm also
18 interested in future planning of the Stevens Creek
19 Basin, and I think eventually some route is going to
20 need to be selected.

21 And as the other people have said, it
22 occurs to me that 98th Street stops at A Street.
23 112th runs into Walton. 120th stops at Oak Street.
24 134th is only a few segments, goes around our farm,
25 and then stops and jogs. So you can improve those

1 roads and improve them, but they don't go anywhere.
2 So that doesn't seem like a good alternative. And I
3 know what slow-moving farm vehicles are like,
4 combines, sprayers and tractors and planters; and to
5 try and put farm equipment and cars and trucks all
6 moving wanting to get to Omaha or somewhere together
7 is not a good solution.

8 So I guess the least -- the route with the
9 least impacts, as the Planning Department has
10 outlined, will be the Middle Route. Even though it
11 is also very close to our farm, the impacts are much
12 less.

13 MR. WORKMAN: Thank you. Further
14 questions?

15 MS. RICKERTSEN: Thank you.

16 MR. WORKMAN: Thank you.

17 MS. RICKERTSEN: Oh, sorry, I forgot to
18 pass this out.

19 MR. WORKMAN: Thank you, Mrs. Rickertsen.
20 Next speaker, please.

21 COUNTY CLERK: Next would be Ed Foy.

22 MR. WORKMAN: Did we miss someone?

23 COUNTY CLERK: Mrs. Francke.

24 MR. WORKMAN: Yeah. Mrs. Francke, did she
25 leave? Oh, she's here. Okay. Okay.

1 MR. FOY: Congratulations, I'm the last one
2 left. In fact, congratulations to all of us.
3 My name is Ed Foy. I live at 12501
4 Holdrege Street. I'm a securities analyst. In my
5 job, my professional life, I'm using current data,
6 current information to make long-range -- in order
7 to get short-range forecasts affecting tens of
8 thousands of investors and hundreds of millions of
9 dollars. And one of the most important things that
10 we do in my work is you work to avoid and eliminate
11 what we call fatal flaws, erroneous data,
12 misconceptions. Because when you extrapolate for 25
13 and 30 years, a 100th of 1 percent misconception or
14 data error can have a huge impact on your outcome.

15 In the testimony that's been given today,
16 as well as the testimony that was given in front of
17 the Planning Commission, we had the opportunity to
18 listen to a lot of repetitive data and a lot of
19 emotional data, a lot of emotional input, but there
20 are some continuous fatal flaws, things you have to
21 take into consideration when you're making your
22 decision with respect to the -- specifically with
23 respect to the East Beltway.

24 The first and foremost important fatal flaw
25 is the fact that the environmental impact study, as

1 was earlier stated by Mark Hunzeker, does not
2 account for any development or urbanization from the
3 Stevens Creek Basin. When that urbanization takes
4 place, that is when you change everything. All of
5 the data that you have presented is based upon no
6 urbanization in that area. That will change, and
7 impact every single piece of forecasting data that
8 the engineers used to come to their assumptions. It
9 will change. And that's a huge first fatal flaw.

10 The second fatal flaw with respect to
11 completion of this project is that the construction
12 is hugely dependent, and you'd almost say entirely
13 dependent, upon having federal funding to build this
14 project. Federal appropriations are shrinking right
15 now. And the Lincoln area has another future
16 project on the table at the Antelope Creek Basin.
17 It's not an endless stream.

18 If you talk to your congressmen -- I have
19 talked to our congressmen -- they talk about the
20 shrinking appropriations. The State of Nebraska has
21 a 600-mile Nebraska freeway system they can't get
22 the funding for. They can't squeeze a drop out.
23 And this is not going to be a high priority for
24 them. And excuse me, you know, ten or fifteen or
25 twenty-five years from now, too, we are squeezing

1 appropriations. It's a federal trend. The money
2 doesn't flow from the federal area.

3 And the fact that Lincoln could never
4 afford to build this in its entirety by itself, let
5 alone fund the 20 percent figure -- the average
6 federal funding is 80 percent. Sometimes running 90
7 percent, but generally it's 80 percent, and you pick
8 up the rest with local funding. The State of
9 Nebraska has no interest in this, so the City of
10 Lincoln's going to be responsible for coming up with
11 the other 20 percent. Current cost estimates of the
12 East Beltway is \$150 million. Extrapolate that for
13 the 25 or 30 years before it gets built, you're
14 looking at a \$300 million project, and 20 percent of
15 that is just a mere \$60 to \$65 million.

16 Lincoln's current budget for the entire
17 city is \$111 million. And let's say that doubles,
18 okay? You have to do a bond issue to make this
19 thing float. But Lincoln doesn't like bond issues.
20 We're not building schools on bond issues. Serious
21 consideration: Who's going to pay for this thing?
22 So why go to all this effort of disruption when you
23 can't afford to build the thing in the final phase
24 anyway?

25 Third fatal flaw: The floodplain impact,

1 and the impact on the floodplain. You know, one of
2 the most logical common sense realities that comes
3 to me is of course all the historic properties were
4 built, you know, to the outside of the floodplain.
5 Because who would build a farm that would still be
6 standing after a hundred-year floodplain? Is that
7 logical? You flood it out once or twice and you
8 move to the high ground, which is where the East Far
9 Beltway is at. Or East Far, you know, course is at.

10 You don't build on the floodplain for
11 obvious reasons. Our forefathers didn't do it, and
12 we ought to try to avoid it right now. Bereuter has
13 a project in right now, talking about building on
14 the floodplain. Another fatal flaw that hasn't been
15 fully examined. And it can't be fully examined.
16 How can you evaluate the impact of an elevated
17 roadway through existing floodway? We know we have
18 a hundred-year floodplain there. Ten years ago you
19 could water-ski from Highway 2 to Highway 6 a half
20 mile plain down Stevens Creek. So the NRD put in
21 this ten-pond step-down system, but that did not
22 take into effect the impact of an elevated roadway
23 right in the middle of the floodplain. Nobody's
24 done that study. It can't be overlooked.

25 Common misconceptions I hear a lot around

1 be residential primarily. There's some convenience
2 areas, and that's not a -- a huge contributor to the
3 basic ecosystem to the City of Lincoln.

4 Thank you very much for your time. If you
5 have any questions.

6 MR. WORKMAN: Thank you. Questions?

7 MR. STEVENS: Mr. Foy, you stated the State
8 of Nebraska has no interest in this. What's the
9 source of that?

10 MS. FOY: I -- well, for one, have you ever
11 heard from anybody from the State of Nebraska? I
12 didn't hear anybody from the State of Nebraska talk
13 at the Planning Commission level or at this level.
14 This is considered to be a city project. They have
15 enough on their table right now. I mean, they had a
16 presentation -- I have friends that work with the
17 Department of Roads. You know, I can start naming
18 buddies of mine and they'd come back and punch me in
19 the belly later, but I -- this is not their deal.
20 This is the City of Lincoln's deal. The State of
21 Nebraska was initially involved in this several
22 years ago. City of Lincoln has had to go their own
23 way. The State of Nebraska does not have an
24 interest in this project.

25 MR. CAMP: Yes. What do you suggest we do?

1 Lincoln. Number one: East Beltway would relieve
2 Lincoln's inner city traffic congestion. You know
3 that's untrue. DEIS categorically denies it. Yet
4 you ask the average Lincoln citizen why do we need
5 an east beltway? To relieve traffic on 27th Street.

6 Number two misconception: The East Beltway
7 will divert east -- will divert truck traffic around
8 Lincoln. You know that the east-west traffic, the
9 long-distance traffic around Lincoln is already on
10 the interstate. The north-south is on 29 or coming
11 up 77; it's hooking up, you know, around the west
12 that way. So it's not going to move the truck
13 traffic.

14 Lastly, the fact Lincoln needs to choose a
15 route now. There is not a huge sense of urgency
16 associated with this or with the policies you'll
17 have, and the City of Lincoln is not going to live
18 or die based on the construction labor that's going
19 to come in to build the Stevens Creek area. Lincoln
20 grows because it's a service center, because we have
21 government, insurance, university, and financial
22 service systems built into this community, not
23 because it's a smokestack industry town. And that's
24 what's going to make Lincoln continue to grow.

25 The development from the east is going to

1 And I really appreciate your going through the fatal
2 flaws and all this. With your background and all,
3 what do you recommend or what's your leaning?

4 MS. FOY: I think that realistically
5 Lincoln has to consider its resources. We're still
6 working on 84th Street, okay -- which I'm painfully
7 aware of. When they close down parts of 84th
8 Street, it just jams up the east side of Lincoln.
9 We're still working on 84th Street, which is part of
10 the plan from ten years ago. I think that Lincoln
11 has to basically work on developing its
12 infrastructure as far as the north-south streets
13 that are in there.

14 The beltway that we're talking about on the
15 east side -- and this is separate from the South,
16 but the East Beltway is more of a want than a need.
17 This is a want from the Planning Department that
18 nobody resists anymore, from the mayor who's not
19 here anymore. He wanted to have one. Oklahoma City
20 had one, Topeka had one, Des Moines had one, Omaha
21 had one; and Lincoln, we've got to have one. We
22 want one. And we've developed a need. It's a
23 classic retro decision. And then government then
24 will pick it up with their cost. The federal funds
25 were available when that want was perceived, you

1 know, ten years ago. The want doesn't translate
2 into a need.
3 And the federal funds are drying up. The
4 development system has to be -- you have to work
5 from the existing structures, existing ability to
6 pay for what we have, and that's going to basically
7 involve developing the infrastructure, the street
8 structure, the mile roads that are already out
9 there. 98th, 112th, you know, the classic roads
10 already out there. Make 148th four-way.

11 Those of us that live out there, none of us
12 are a fan of that, but we all are very conscious of
13 the fact that if you drive out there, if you live
14 out there, you realize how much it's going to cost
15 somebody to take those gravel roads to pavement.
16 And it's going to be, you know, thirty years to do
17 that. And by developing that road and working with
18 the existing road system I think you can make that
19 happen much easier than spending \$11 million per
20 mile or -- in current dollars, and possibly \$25
21 million per mile in future dollars -- to build an
22 expensive four-lane system that will also be a
23 residential road.

24 MR. CAMP: One quick last question.
25 Because of where you live, if the Middle Route were

1 chosen as the selected corridor, what would you do
2 with your home?

3 MS. FOY: We would plant more trees. Berm
4 up. We're -- we are noise impact. The route would
5 be -- the East Middle Route as currently laid out
6 will be about 75 feet from my home. Which we've
7 just finishing building, by the way, or next couple
8 months. So we have definite noise impact.

9 At first, you know -- and this of course
10 is highly distressing, since we started our
11 remodeling after the last City Council -- and my
12 first, you know, thought was oh my gosh, we'll sue
13 them bastards. Excuse me.

14 But the reality of the situation is such
15 that this is -- I truly do not believe it's going to
16 get built. Because there's no money for it. It's
17 illogical. You know, I'm a monetary person, so I
18 can understand future projections. There's not
19 money for this. Once Stevens Creek is urbanized and
20 the cost escalates double and triple to -- security
21 is right away. But Lincoln can't afford to secure
22 right now, so it will be more than doubling in cost.
23 Most people will be out and established, and they'll
24 push it out even farther. If Lincoln can expand and
25 grow in Stevens Creek, they'll grow beyond it, and

1 we'll be looking for something on the outside.

2 But once again, going out, wanting a
3 beltway and needing a beltway are two different
4 things. So yes, I'll be -- you know, you say
5 severely impacted, but it won't get built until I
6 have great, great, grandchildren, if they build it.
7 And by then I'll be 80 years old and probably won't
8 be able to hear anyway.

9 MR. WORKMAN: Thank you, Mr. Foy. Are
10 there questions? Thank you.

11 Mr. Clerk, does Mrs. Francke decline to
12 speak, then?

13 COUNTY CLERK: Yes.

14 MR. WORKMAN: Okay. That's the end of the
15 public testimony. I'm going to go right to the next
16 section, which are questions to staff. And I'd like
17 to remind everyone we will have this opportunity
18 again on the 22nd to ask staff questions, so if
19 you're real tired... but just -- Mr. Svoboda.

20 MR. SVOBODA: I do have one question of
21 staff. In the DEIS, on table 2.7 of the level 3
22 preliminary environmental impact matrix, it
23 indicates down in E 8 that there are no sites,
24 National Registered Sites, within the right-of-way.
25 Yet we've heard numerous testimony this evening

1 indicating that there are numerous sites. And I see
2 zeros across the page. So I just wanted a
3 clarification on that, please.

4 MR. HENRICHSEN: Sure. Steve Henrichsen,
5 with the Planning Department.

6 I brought a map as an example here for me.
7 This is an air photo taken from the Draft
8 Environmental Impact Statement. It outlines here
9 the East Far Route. You have 148th Street,
10 generally the location of 134th, Pioneers, this is
11 Van Dorn. What is shown in the green is the
12 National Register eligible boundaries for the
13 Stevens Creek Stock Farm.

14 The Stock Farm today has 150 acres, an
15 additional 80 acres as deemed also eligible for
16 National Register. If you look at the route, you
17 can see in here that the East Far Route itself does
18 not occupy any of the land in the Stevens Creek
19 Stock Farm.

20 The other part of the Draft Environmental
21 Impact Statement was this property right in here,
22 which you heard Robert Retzlaff testify about, that
23 is the Theresa Retzlaff farm, also called the Forest
24 Brook Farm. The boundaries in the Draft
25 Environmental Impact Statement mostly are just

1 around the house and the farmyard itself. It does
2 not include the area in orange. The area in orange
3 is what the information submitted by the Retzlaff
4 family, what they are saying should be the proper
5 boundary for the eligible property. The Draft
6 Environmental Impact Statement boundary is generally
7 in this area; and again, the East Far would not
8 occupy those boundaries in the Draft Environmental
9 Impact Statement.

10 So for the Draft Environmental Impact
11 Statement, the boundaries in the draft showed that
12 there weren't any historic properties, that the land
13 itself as deemed eligible for the National Register
14 would be within the right-of-way for the East Far
15 Route. However, there are several property owners,
16 particularly here in the Forest Brook Farm, where
17 they disagree with the boundaries in the DEIS and
18 feel that if the boundaries included the property as
19 they described it, as you can see, the East Far
20 would definitely impact that route; and that would
21 definitely be a 4(f) impact as listed on that table.

22 MR. SVOBODA: Thank you.

23 MR. WORKMAN: Any further questions?

24 MR. FRIENDT: Steve, are there any other
25 4(f) impacts where we're dissecting historical

1 sites. And so we were looking in terms of these
2 seven sites here. They may be the potential for
3 local historic sites as well.

4 MR. WORKMAN: Jon.

5 MR. COOK: Some of my questions were
6 answered in the public hearing session, but I would
7 like to have someone talk -- I would like someone to
8 discuss the issue raised by Mr. Hunzeker regarding
9 corridor preservation. That, if this is not going
10 to be part of the state highway system, that
11 corridor preservation is not available. What did he
12 mean by that, do you know?

13 MR. HENRICHSEN: I think Allan Abbott may
14 have a little better feel for that than I would.

15 MR. ABBOTT: Allan Abbott, Public Works.

16 The Department of Roads, by state statute,
17 has the ability to record a center line for a
18 roadway. And then, as people are developing and
19 want to develop along that center line, distance
20 away from the center line, they have to -- it's on
21 the title of their property, they have to contact
22 the Department of Roads. The Department of Roads
23 has the ability then to either buy the property or
24 negotiate with the people that any development
25 within that area would not prohibit or -- future

1 properties that did not appear so on the map
2 provided by some of the speakers?

3 MR. HENRICHSEN: Some of the other
4 properties, particularly the Sartore property that
5 was mentioned, even with the additional 100 acres,
6 those 100 acres do not fall within the East Far
7 right-of-way as such.

8 MR. SVOBODA: So we're saying there is no
9 impact on any of the routes on historically
10 registered properties?

11 MR. HENRICHSEN: In terms of the Section
12 4(f) part of the federal process.

13 MR. SVOBODA: Right.

14 MR. HENRICHSEN: Also included in the Draft
15 Environmental Impact Statement is a separate federal
16 section, Section 106, that talks about adverse
17 impacts. Those impacts may be impacts beyond just
18 the physical occupation of the land. And in that
19 instance there are other properties that may have
20 adverse impacts under the Section 106.

21 I would also say, in terms of this being a
22 Comprehensive Plan amendment, when the Planning
23 Department was looking at this we were looking at
24 what type of local historic sites we might have and
25 the potentials for adverse impacts on those local

1 construction of the roadway.

2 At this point in time the city does not
3 have the ability to record a center line. But
4 within the Comprehensive Plan, if it's zoned around
5 the area and this area is dedicated or shown
6 reserved for a roadway, it may not have the state
7 statute standard, but, you know, the ability to
8 protect that corridor I don't think is limited to
9 the fact whether it's on a state route or not. I
10 mean, I think this comes within the area of -- as
11 talked earlier that I think Ray Stevens asked, and I
12 think Mr. Svoboda also asked, was, you know, they
13 can't develop it if you don't sell it. The zoning
14 within the area is going to do as much to protect
15 that corridor as the center line.

16 MR. COOK: When a center line is recorded
17 what is your ability to set a large number? What
18 number can the state set? Or do we pick an actual
19 road --

20 MR. ABBOTT: No, they don't pick the
21 quarter mile. If you want to get it more finitely
22 than that. But it could vary from 300 to 500 feet
23 for a roadway like that.

24 MR. COOK: So technically, even if this
25 were a state route, and we had that state statute

1 corridor protection ability available, we still
 2 couldn't set aside the kind of space that we're
 3 talking about --
 4 MR. ABBOTT: Not at this point.
 5 MR. COOK: -- right now.
 6 MR. ABBOTT: Not at this point. But as was
 7 said earlier with the South belt, you know, the next
 8 step would be the design hearing to refine this to a
 9 300-foot corridor rather than a 1320-foot corridor.
 10 When that occurs, of course, is the issue. When do
 11 you take that step?
 12 MR. COOK: Right.
 13 MR. ABBOTT: You know, and I'm not speaking
 14 for the Department of Roads or whatever, but we have
 15 to this point not approached the Department of Roads
 16 about making this a state route, as we have the
 17 South Beltway, because the South Beltway has been a
 18 higher priority, in order to get it, you know, under
 19 construction. So, I mean, that --
 20 MR. COOK: So we don't know how long it
 21 would be before design work will be under way on the
 22 East Beltway. That will presumably be done within
 23 some number -- small number of years before actual
 24 construction is likely to take place.
 25 MR. ABBOTT: I would assume that, depending

1 on the action of these two groups, that the next
 2 step's going to be the development of the
 3 Comprehensive Plan. And what happens within that
 4 area will determine how quickly we have to proceed
 5 with the East Beltway. You know, it's a matter
 6 of -- I believe somebody said earlier not a matter
 7 of if but when we do this.
 8 And, you know, it's -- everybody thinks the
 9 South Beltway is needed now. Nobody thought it was
 10 needed thirty years ago. So -- but, you know, we're
 11 now ten years behind on the South Beltway. If
 12 planning has to be done to be able to preserve the
 13 area so that costs don't go up, that it's not zoned
 14 commercial, where the right-of-way is so you pay
 15 commercial prices, that's -- that's the key.
 16 MR. COOK: How many years from the time the
 17 West Bypass was first put in the plan and the time
 18 it was built?
 19 MR. ABBOTT: I believe the West Bypass was
 20 also part of that 1977 study. And of course it was
 21 staged. I mean, it was two lanes first, and it was
 22 four lanes, and the last stage it was --
 23 MR. COOK: But a number of decades.
 24 MR. ABBOTT: Yes.
 25 MR. WORKMAN: Mr. Friendt, and then Jon.

1 MR. FRIENDT: Allan, just so I'm clear, if
 2 the state declares a center line it goes on the
 3 title, and so anybody who transacts property knows
 4 there's a situation. We put it in the Comprehensive
 5 Plan, I own a piece of property, I don't want to
 6 change zoning, but I can sell it to somebody. And
 7 there's no notification, it's up to the buyer,
 8 right? To know that --
 9 MR. ABBOTT: We're getting into an area
 10 that, you know, I'm not versed at. So I guess I
 11 don't know what the laws are with real estate
 12 agents. When you sell, if you don't ask they don't
 13 tell, or whether there's something that says they're
 14 required to tell you what's going through. I mean,
 15 I'm not -- I just don't know what the rules are.
 16 MR. FRIENDT: Well, following Jonathan's
 17 line of thinking, I think that is a critical issue.
 18 I mean, to go through this whole process and not
 19 know that we can preserve --
 20 MR. ABBOTT: Glenn, I agree. But I think
 21 it's just like -- you can even take a Pine Lake
 22 Road. I have had people tell me they didn't know
 23 Pine Lake road was going to be widened to four
 24 lanes. It's been -- it's been in the comp plan,
 25 it's in the CIP, it's whatever, but -- you are

1 right. People buying property would have a more
 2 difficult time if it were not recorded than if it
 3 were recorded, and know what was happening.
 4 MR. FRIENDT: Could they -- it's one thing
 5 to say, well, you should have been aware, and so
 6 forth. And we're indicating that, of course, if
 7 somebody came with a change of zone, I want to put a
 8 gas station here, and then we're going to catch
 9 them. But what if I buy a piece of property and I
 10 decide to build a house and it's zoned residential
 11 and I put it right --
 12 MR. ABBOTT: -- smack dab in the center
 13 line.
 14 MR. FRIENDT: -- in the right-of-way?
 15 MR. ABBOTT: Well, you're -- that is --
 16 that is the problem, without the ability to record a
 17 center line.
 18 MR. FRIENDT: Okay.
 19 MR. WORKMAN: Jon, you had a question?
 20 MR. CAMP: Yeah. And, Allan, I'll talk
 21 with you later too. I might want you to check on a
 22 couple things for me between now and next week on
 23 Glenn's question on recording. Because we ought to
 24 try to do something to put in title searches and so
 25 forth. It might help prospective buyers, for

1 everyone's protection.

2 Let's talk the dollar amounts. Because
3 several people tonight addressed that issue, saying
4 there's no money there, we're not going to be able
5 to afford it. I think as Mr. Foy spoke at the
6 conclusion there was a question that there's also
7 talk about the 80 percent federal funding as part of
8 the -- to get federal qualification.

9 And let's say we're talking about a \$150
10 million project, regardless of what route is taken.
11 If you have 80 percent of that -- and we'll forget
12 about inflation and so forth, but 80 percent say is
13 federal, so that still leaves about \$30 million for
14 Lincoln. Well, \$30 million. And of course you've
15 been in the Department of Roads before. What is the
16 likelihood we would get state assistance on the
17 East? I mean -- and I'd also like to carry it to
18 the South in a minute.

19 MR. ABBOTT: Well, again, it's a matter of
20 when. I'm not avoiding your question. It's a
21 matter of when. If we went over to the Department
22 of Roads today and said, we want to build the East
23 Bypass tomorrow, it would be very difficult to say
24 that the state would support spending that money
25 tomorrow. They have a plan they have to follow.

1 They have a twenty-year plan they have to follow,
2 just as we do.

3 But in order to get on the waiting list, if
4 you will, you have to take the step to say, this is
5 a needed facility within the area, this is what the
6 city is planning for. Otherwise you don't have a
7 chance to get in line.

8 You know, so the first step is to get in
9 line. Obviously you don't start from the back of
10 the line and go to the front of the line. This is a
11 project that's going to take some time. How long?
12 You know, I don't know. I don't really believe the
13 federal funds are drying up, as Mr. Foy said.
14 The -- as long as people are driving and paying gas
15 taxes there's going to be a Federal Transportation
16 Act. Every year it goes up a little bit. It's
17 never enough to build everything everybody wants, I
18 do agree with Mr. Foy there.

19 But that's what this process is about. The
20 first thing they're going to look for is, is there
21 community support for this project? Is this what
22 the community wants? Is it in their Comprehensive
23 Plan? That's what it takes to get projects funded.

24 And then of course it's like I say, nobody
25 comes to the front of the line immediately. But

1 once you get in line you've got hope for the
2 project.

3 MR. CAMP: Let's assume we're in line.
4 What could we expect the State of Nebraska to help
5 fund out of that? Again, using my \$150 million, it
6 leaves \$30 million after the 80 percent federal
7 coverage.

8 MR. ABBOTT: Well, the federal -- if we
9 used federal funds, the normal participation in
10 today's world, it's 80/20, that's correct. So it
11 would be the 80 percent. Again, you're not
12 talking --

13 MR. CAMP: I'm talking about the State of
14 Nebraska.

15 MR. ABBOTT: I know, but the State of
16 Nebraska more than likely would be using their share
17 of federal funds to participate in this rather than
18 state funds for it.

19 MR. CAMP: Oh, so their part of the 80 --

20 MR. ABBOTT: State funds may be there, but
21 again, this -- you know, looking so many years in
22 the future, this more than likely would be a -- if
23 we went through the federal process to be eligible
24 for federal funds, assuming that that is successful,
25 and we have made the effort to follow all the

1 Federal Rules, we would not switch to funding other
2 than federal. Normal participation, the normal
3 participation would be 80/20.

4 MR. CAMP: Lincoln's going to have to come
5 up with the 20 percent.

6 MR. ABBOTT: That's correct. But again,
7 this is another one of those things -- yes, it's
8 \$150 million, and using your \$30 million -- that's
9 not \$30 million in one year. It's going to take us
10 four or five years to build. We wouldn't let a \$150
11 million contract, you'd let that over a four-year
12 period or five-year period. So you divide \$30
13 million by five and you're talking about \$6 million
14 a year. \$6 million a year the city could handle
15 with a participation on the project. Assuming that
16 we've got time to get some of the other things done.

17 And again, we're not talking about doing
18 this next year. It's as you prioritize. And that's
19 what we've done here. We've got the match money set
20 aside in our CIP program to match the South
21 Beltway.

22 MR. WORKMAN: Other questions?

23 MR. FRIENDT: I don't have the questions
24 for Steve or Allan, but I have other questions.

25 MR. WORKMAN: Okay. Go ahead.

1 MR. FRIENDT: My question is for Mr.
 2 Kosola. Did I pronounce that correctly?
 3 MR. KOSOLA: Yes.
 4 MR. FRIENDT: Okay.
 5 MR. KOSOLA: You did pronounce it
 6 correctly.
 7 MR. FRIENDT: Okay. I know you're the
 8 messenger, so don't take my questions personally.
 9 Let's say that they're aimed at the federal
 10 government.

11 But after reading comments about what the
 12 federal government is thinking or will do, why did
 13 we go through this process? I'm a bit baffled by
 14 the fact that if the fact is you are going to look
 15 at a scientific study and determine where federal
 16 money will go, we don't -- we really don't need to
 17 do this. And I was under the impression when we
 18 started it, public input, that decision by the local
 19 elected leadership was a vital part of making a
 20 decision.

21 MR. KOSOLA: It is a vital part. We're not
 22 going to force you to build something if it isn't
 23 what you want to do. So the initial planning for
 24 any highway project has to come from the state or
 25 the local level before it gets to us. So it is a

1 four different routes that were initially
 2 considered. Two of them went through Wilderness
 3 Park, and that's a clear 4(f). In building the West
 4 Bypass we were sued for going through Wilderness
 5 Park. So we have to be very careful when you go
 6 through Wilderness Park. And as soon as you prove
 7 there is a feasible and prudent alternative, you
 8 need to eliminate that. So that's why the two
 9 through the park got eliminated early on.

10 The far one on the south could have been
 11 included in the study. However, it basically didn't
 12 meet the purpose and need, so we didn't expend or
 13 didn't require any expenditure of time and effort to
 14 study that any further because of it just didn't
 15 serve the traffic needs --

16 MR. FRIENDT: Okay.
 17 MR. KOSOLA: -- that the SM 4 did.
 18 MR. FRIENDT: Thank you.
 19 MR. WORKMAN: Okay. Any further questions?

20 With that, I'd like to remind everyone of
 21 our meeting on August 22nd. It will commence at
 22 3:00 p.m. in this room, and there will be at
 23 beginning of the meeting time for public opinion
 24 again. And those that have testified today are very
 25 much welcome to attend, although we ask that if you

1 very critical part to be in your Comprehensive Plan,
 2 your transportation improvement plan, and things
 3 like that. So that's just one of the steps before
 4 we would fund the project.

5 MR. FRIENDT: But it sounds like you might
 6 keep us from building a project that you didn't
 7 concur with.

8 MR. KOSOLA: That could happen, yes. We
 9 typically don't get to that point in time very
 10 often, because part of our effort is to work with
 11 the cities, with the states, with the local elected
 12 officials, to develop a highway project that we can
 13 all live with. But we have some fairly stringent
 14 rules, in terms of historic properties, in terms of
 15 4(f), that can come into play to preclude certain
 16 things if there are -- in our judgment, if there are
 17 reasonable and prudent alternatives to do otherwise.

18 MR. FRIENDT: One other question. I
 19 understand the federal government -- and maybe this
 20 was before you were involved, but requires us to go
 21 through this environmental impact statement or study
 22 for three routes on the east. Why did we not have
 23 to do environmental impacts on the south, on
 24 multiple routes?

25 MR. KOSOLA: On the south there were about

1 have spoken today that you not speak on the 22nd.

2 After public testimony is taken we will
 3 again have a session of questions with staff. At
 4 that time we will recess for one hour, and the time
 5 when we recess is unknown, because we have no idea
 6 how much public testimony will come forth at that
 7 time. We will recess for one hour, come back in an
 8 hour, and act on these four amendments.

9 And I want to thank staff and Mr.
 10 Linderholm and the people from the federal
 11 government for being here tonight. I know it takes
 12 you away from your families. And we sincerely
 13 appreciate everyone who has come here to testify.
 14 And by order of the Chair, I rule that this meeting
 15 is recessed until August 22nd at 3:00 p.m. And
 16 thank everyone for being here.

17 (At 8:23 p.m. the hearing adjourned.)

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C-E-R-T-I-F-I-C-A-T-E

I, Linda P. Swanson, General Notary Public,
duly commissioned, qualified, and acting under a
general notarial commission within and for the State
of Nebraska, do hereby certify that the foregoing
proceeding was taken by me at the time and place
herein specified.

IN TESTIMONY WHEREOF, I have hereunto set my hand
officially and attached my notarial seal at Lincoln,
Nebraska, this 21st day of August, 2001.

General Notary Public

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