

# CITY-COUNTY COMMON

County-City Building • 555 S. 10<sup>th</sup> Street • Lincoln, NE 68508

County Commissioners  
(402) 441-7447

Mayor  
(402) 441-7511

City Council  
(402) 441-7515

## A G E N D A

### CITY-COUNTY COMMON MEETING

Monday, June 7, 2004 - 8:30 a.m.  
County-City Building, Room 113

- I. **MINUTES** - Common Meeting on May 4, 2004
  
- II. **8:30 a.m. U.S. HIGHWAY 77 PROJECT DESIGN, WEST BYPASS, SALTILLO ROAD TO PIONEERS BOULEVARD** - Nebraska Department of Roads (Lincoln Public Works/MPO, Coordinating Agency)
  
- III. **9:00 a.m. REPORT ON PLANNING COMMISSION ACTION ON PROPOSED COMPREHENSIVE PLAN AMENDMENTS** - Marvin Krout, Planning Director
  
- IV. **9:30 a.m. EMERGENCY MANAGEMENT BUDGET HEARING** - Doug Ahlberg, Emergency Management Director
  
- V. **10:00 a.m. PARKING POLICIES** - Jon Camp, City Council
  
- VI. **ADJOURNMENT**

**MINUTES**  
**CITY-COUNTY COMMON**  
**Monday, June 7, 2004 – 8:30 a.m.**  
**County-City Building, Room 113**

**County Commissioners Present:** Deb Schorr, City-County Common Chair; Bernie Heier, Larry Hudkins, Ray Stevens and Bob Workman

**City Council Members Present:** Patte Newman, City-County Common Vice Chair; Jon Camp, Glenn Friendt, Annette McRoy, Ken Svoboda and Terry Werner **Absent:** Jonathan Cook

**Planning Commission Members Present:** Mary Bills-Strand, Jon Carlson, Gerry Krieser, Roger Larson and Lynn Sunderman

**Others Present:** Mayor Coleen Seng; Mark Bowen, Mayor's Office; Kerry Eagan and Gwen Thorpe, County Board Office; Lou Lenzen, Noel Salac, Monty Fredrickson, Rich Ruby and Syed Ataullah, Nebraska Department of Roads; Tom Leikam, Travis Figard, Mike Malone and Eric Dixon, Olsson Associates; Marvin Krout, Steve Henrichsen, Kent Morgan, Duncan Ross and David Cary, Planning Department; Don Thomas, County Engineer; Roger Figard, Mike Brienzo, Randy Hoskins and Steve Masters, Public Works & Utilities; Doug Ahlberg, Emergency Management Director; Dave Kroecker, County Budget Director; Steve Hubka, City Budget Director; Don Killeen, County Property Manager; June Pederson, Aging; Trish Owen, Deputy County Clerk; Joe Hampton and Bruce Bohrer, LIBA; Darrell Podany, City Council Office; Kent Seacrest and Mike Donlan, General Public; and Cori Beattie, County Board Secretary

**MINUTES**

Approval of the May 4, 2004, Common meeting minutes was postponed until a quorum was present.

**U.S. HIGHWAY 77 PROJECT DESIGN, WEST BYPASS, SALTILLO ROAD TO PIONEERS BOULEVARD**

The following presenters were introduced: Lou Lenzen, Assistant Roadway Design Engineer, NDOR; Tom Leikam and Travis Figard, Olsson Associates. A handout on the U.S. Highway 77 corridor project was distributed. **(See Exhibit A.)**

Lenzen said a briefing on the Highway 77 traffic study was presented to the City-County Common in 2003. The study looked at changing the roadway's current designation from expressway to freeway. Since that time, design efforts were made by Olsson Associates and informational meetings were conducted, including a public hearing in April, 2004.

Leikam provided background information on the beltway. He noted planning for the project essentially began 40 years ago with the construction of Interstate 80. In April, 2002, the County, the City and the NDOR entered into an agreement to construct the south beltway. The parties also committed to the upgrading of Highway 77 to freeway standards between the south beltway and Interstate 80.

Bills-Strand and Heier arrived at 8:35 a.m.

Based upon predicted traffic growth and proposed land uses in the area, the traffic study recommended construction of interchanges along Highway 77 at Warlick Boulevard and Pioneers Boulevard, as well as the closure of existing at-grade intersections at Rokeby Road, Yankee Hill Road and Old Cheney Road.

Friendt and McRoy arrived at 8:37 a.m.

Leikam noted that after meeting with the Common in July, 2003, the NDOR initiated development of preliminary plans for the improvements. A design public hearing was conducted to provide an overview of the project to citizens and to solicit input. The following is an overview of the public hearing presentation (as referenced in Exhibit A):

- The west beltway is part of the proposed improvements to upgrade Highway 77 from a four-lane expressway to a freeway from Saltillo Road, north to I-80.
- Freeway designation along this section of Highway 77 will require closure of at-grade intersections (Rokeby Road, Yankee Hill Road and Old Cheney Road) with full access control along the Highway.
- In addition to the closure of the at-grade intersections, the project would include construction of new interchanges at Warlick Boulevard and Pioneers Boulevard. (When completed, access to the freeway will be provided at approximate two-mile spacing through the urban area.)
- Current traffic volume along Highway 77 between Warlick and Pioneers Boulevards is 11,200 vehicles per day. This is forecasted to increase to 37,100 in the year 2025.
- The existing four-lane divided highway section along Highway 77 will be perpetuated for this project.
- Proposed bridges at the new interchanges will be designed to accommodate a future six-lane section along Highway 77 when warranted.
- The proposed typical section along Warlick Boulevard through the interchange is a four-lane divided roadway with a raised median.
- Grading along Pioneers Boulevard will accommodate construction of a future 10' wide bikeway along the north side of the roadway, allowing for future connection to the Jamaica North Trail to the east, as well as a future bikeway along S. Folsom Street.
- The proposed interchange at the south beltway and Highway 77 will provide local traffic at Saltillo Road with full access. An overpass will also be constructed at this location to carry traffic over Highway 77.
- Access to Highway 77 at Rokeby and Yankee Hill Roads will be closed.
- Construction of a diamond interchange is proposed at Warlick Boulevard and Highway 77. This will include realignment of West Denton Road between S. Folsom Street and Highway 77, as well as reconstruction of a segment along S. 1<sup>st</sup> Street between the Cardwell Branch Bridge and West Denton Road.
- A grade separation structure will be retained along Highway 77 south of the new Warlick interchange to accommodate a future bikeway along the former Rock Island Railroad right-of-way.
- Construction of the interchange at Warlick Boulevard will require a temporary road to maintain traffic east of Highway 77 during the construction, as well as placement of permanent fill within the 100-year floodplain. Construction will not encroach into Wilderness Park.
- Access to Highway 77 at Old Cheney Road will be closed and the existing intersection will be removed. East of Highway 77, Old Cheney Road will connect directly to S. 1<sup>st</sup> Street. Again, construction work in this area will not encroach into Wilderness Park.
- The closing of intersections at Rokeby, Yankee Hill and Old Cheney Roads does not eliminate the possibility of future construction of grade separation structures at any of these locations.
- Construction of a diamond interchange is proposed at Highway 77 and Pioneers Boulevard and will include reconstruction along Pioneers Boulevard between South Folsom Street and

South 1<sup>st</sup> Street. Construction will require acquisition of two residences and one commercial property. These properties are located along the north side of Pioneers Boulevard between Highway 77 and S.W. 2<sup>nd</sup> Street. Construction will be completed under total closure of Pioneers Boulevard between South Folsom Street and South 1<sup>st</sup> Street. The intersection of Highway 77 and Old Cheney Road will remain open during construction of this interchange.

- Estimated cost of construction for the West Beltway, Saltillo and Pioneers project at today's prices including right-of-way acquisition and utility relocation is \$15.7 million. The City and County are not participating in the cost of the project as currently designed.
- Individual projects to upgrade this segment to freeway standards have not been identified for construction at this time. It is anticipated that work on this project will be completed in conjunction with the construction of the proposed south beltway project.

With regard to the public hearing, Leikam noted statements both for and against the project were received. Written comments were also accepted and are included with the hearing transcript (a copy of which is on file in the County Board and City Council offices). The NDOR will review the testimony and modify designs where warranted to minimize impacts or to address public concerns.

Other comments related to the closure of the existing east-west roadways along Highway 77. The traffic study concluded that an acceptable level of service would be maintained at the adjacent local roadway system with the interchanges and roadway closures as proposed. The NDOR recognized that construction of this project is likely 5 to 10 years away and changes to the City-County Comprehensive Plan and actual development may alter traffic volumes from those shown in the current study. Therefore, prior to future implementation of the project as proposed, the NDOR will again review the traffic projections and proposed land uses to determine the feasibility of any grade separation structures at any of the intersections currently identified to be closed at Highway 77.

The final group of comments were related to the restriction of bicycle use along Highway 77. Currently, Highway 77 has paved shoulders which are used by bicyclists traveling south. However, with the forecasted traffic volumes, safety for bicyclists will be greatly diminished. In addition, State law prohibits bicycles, pedestrians and slow moving vehicles from using freeways. The NDOR is willing to work with the City and County to review alternate routes along the local road system to provide bicyclists safe travel south of Lincoln.

Leikam said the NDOR is committed to working with local officials to implement the proposed project. They believe the project will improve the transportation system around the community and will enhance safety for the traveling public.

Newman noted the State of Colorado allows bicycles along freeways. She asked if the NDOR is willing to work with the City to change this law at the State level. Lenzen said intentions today are to work with the City and County to push bicycle traffic onto other facilities. Newman questioned, "Even if it is the wish of this body?" Lenzen replied, "We would consider it."

Newman asked whether the NDOR would absorb the cost if the City had to construct overpasses along the bypass in the future in order to make more reasonable connections. Lenzen said the NDOR may review changes over the course of time with regard to traffic operations and overpasses and would work with the City and County to see if they may participate. Newman sought a financial commitment from the NDOR. Lenzen said there did not appear to be the need to pay for overpasses at this time.

Hudkins said many constituents are concerned about the interchange closings at Rokeby, Yankee Hill and Old Cheney Roads. Residents in the area feel, at a bare minimum, an overpass

would be needed at Old Cheney Road. The agricultural community is also concerned that a roadway be provided which is wide enough to drive machinery and grain trucks to the south Lincoln elevators. He asked whether a four-lane roadway is proposed at Pioneers Boulevard. Leikam said the project proposed a three-lane section. Hudkins felt that recommendation was very short-sighted.

Stevens said he was thankful for the subtle changes which were recently added to the plan, especially the openness and willingness to consider what happens in the future with regard to some of these items. In reference to the approximate two-mile spacing of interchanges through the developing area, he said the stretch between Pioneers Boulevard and I-80 (roughly three miles long) has four interchanges. Leikam believed the spacing between interchanges in the urban area was slightly greater than one mile. Stevens said this appears to be substantially less than the two-mile spacing proposed in the report.

Larsen felt residents living south of Old Cheney and east of 14<sup>th</sup> Street would not use the bypass to access downtown but rather use Highway 2. He said closing the Old Cheney interchange would be a big mistake. Leikam stated the City is looking at improvements at the intersection of Warlick Boulevard, 14<sup>th</sup> Street and Old Cheney Road. The preliminary designs show Old Cheney Road directly connecting to Warlick Boulevard which is a four-lane, divided roadway with grade separation over the railroad tracks. It has a significantly greater capacity to handle traffic than the existing roadway corridor along Old Cheney Road. He added the study found the travel time difference between using Warlick Boulevard versus Old Cheney Road to be 35 seconds longer.

Carlson arrived at 9:00 a.m.

With regard to Old Cheney Road, Camp said there seems to be a difference between an engineering quantitative analysis and people patterns. He felt it is short-sighted to move forward with improvements on the west bypass and then come back and look at other options in future. City and County officials must be visionary and include appropriate east-west connections. He added there will be long-term needs for good traffic flows in the Old Cheney and Warlick areas and, with this project, officials have the opportunity to facilitate economic growth. He felt it is critical to do something with Old Cheney Road.

Leikam said if changes occur with the Local Transportation Plan or development occurs to the west, the NDOR would revisit the projected traffic growth and land use in the area and consider the feasibility of grade separation structures at any of the locations proposed for closure. Camp stressed once these interchanges are removed, there will forever be an impact on the area. Lenzen noted the project is 5 to 10 years out. Prior to construction, traffic flows and other road improvements in the area would again be reviewed. Old Cheney is not planned for widening or overpasses at this time. He stated the current proposal is thought to be an efficient use of traffic and getting it where funds are being invested.

Workman thanked the State for the tremendous amount of engineering work on the project. He agreed with most of the plan, although, he did disagree with Larsen's comments regarding Old Cheney Road. He acknowledged the huge concern at the intersection of Warlick Boulevard, Old Cheney Road and S. 14<sup>th</sup> Street but felt the plan solved the problem. With regard to the proposed interchange closures, he felt perhaps another term could have been used as Old Cheney Road is not truly a closure since vehicles can go north on 1<sup>st</sup> Street to Pioneers Boulevard. It was noted Yankee Hill Road does not even go across the Park. Workman said he was somewhat concerned with the Rokeby Road closure since it does lead somewhere, though, at this time it is not heavily traveled. He was encouraged to hear the NDOR will consider future

grade separations. He also felt a solution for the bicyclists would be to pave the bike path going south.

Bills-Strand said the intersection of 27<sup>th</sup> Street and Old Cheney Road is predicted to become one of the busiest in Lincoln in the near future. She felt this should be looked at in order to preserve the integrity of the Country Club area. Traffic already backs up along 27<sup>th</sup> Street to the south and north. If there are not ways to get off the freeway, traffic along this route will continue to be a problem. She agreed there should be another intersection between Warlick Boulevard and Saltillo Road and was hoping for some type of compromise.

Hudkins said a tremendous amount of grain truck traffic will be using Warlick Boulevard and 14<sup>th</sup> Street. He felt it problematic to bring them through a four-way crossing with the curve. If this is to be done, a serious look should be given to four-laning Pioneers Boulevard.

Mayor Seng thanked the NDOR for not eliminating the possibility of eventually doing something on Old Cheney Road, or any of the roadways, if needed. She asked whether the State would provide future funding for such intersections or overpasses if in five years it was found necessary. Lenzen said the Highway Commission would have to be addressed as they make recommendations to the Governor. He stated the Commission is very conscious of how the State spends money, i.e., they would look at whether the improvement a need or want. Negotiation and compromise will be necessary but he did not feel the State would be committed to anything without having the Commission on board. Seng asked if the State will stand behind the possibility of putting something in if necessary. Lenzen said if changes occur in the future, the State will address them accordingly.

Stevens asked about the status of the project at Warlick Boulevard, Old Cheney Road and S. 14<sup>th</sup> Street. Roger Figard said it is currently in the CIP and the preliminary design stages. Construction is intended to begin in 2005.

## **MINUTES**

Svoboda moved to approve the minutes from the City-County Common meeting on May 4, 2004; seconded by Newman. The motion passed unanimously.

## **REPORT ON PLANNING COMMISSION ACTION ON PROPOSED COMPREHENSIVE PLAN AMENDMENTS**

The following handouts were distributed:

1. Agenda for the City Council and County Board Joint Hearing on the Comprehensive Plan Amendments **(See Exhibit B.)**
2. 2004 Comprehensive Plan Annual Review **(See Exhibit C.)**

With regard to the concurrent hearing on June 15, 2004, Henrichsen said once both bodies have been called to order, the group will nominate a chair. Schorr agreed to serve as chair. Each of the thirteen Amendments will be addressed, although, testimony from the public is expected on only a few. Individual motions on each item will be called by each group and voting will take place at that time.

Henrichsen discussed the results from the Planning Commission meeting held May 19, 2004. No comments from the public were received on **Amendment 02001A** (S. 84<sup>th</sup> & Van Dorn), **Amendment 04003** (LPS Master Plan) or **Amendment 04004** (Trails Network Plan).

With regard to **Amendment 04005** (Lincoln Area 2025 Road Improvements), a change was proposed by Mark Hunzeker and it was accepted by the City and approved by the Planning Commission. This change asked to extend the Highway 2 corridor study from 9<sup>th</sup> Street to 66<sup>th</sup> Street.

No particular comments were made on **Amendment 04006** (County Future Road Improvements).

The Planning Commission agreed with staff on **Amendment 04009** (S. 134<sup>th</sup> & "A" Streets) to deny the change of zone from urban residential to low-density residential.

In reference to **Amendment 04011** (S. 84<sup>th</sup> Street and Highway 2), Henrichsen said several acreage owners from Portsche Heights, Amber Hill Estates or Clarendon Hills voiced concerns about the urban residential and proposed commercial use. Staff recommended denial of the change of 10 acres on the eastern part of the property to commercial. The Planning Commission also recommended denial. Both staff and the Planning Commission recommended approval of the change of about 60 acres on the western portion from low-density residential to urban residential. Henrichsen indicated Prairie Homes intends to build an urban subdivision on this property. It would also be an amendment to the southeast subarea plan to address road improvement issues. He added Roger Figard and Don Thomas spoke to the County Board last week about the potential for urban or rural paving.

**Amendment 04014** (N.W. 70<sup>th</sup> & W. Superior) was a change from Priority B to Priority A. Staff recommended denial because there was not adequate water service or roads. The request was withdrawn by the applicant prior to the hearing so a vote was not needed.

Henrichsen said the Planning Commission recommended approval of all remaining items:

1. **Amendment 04012** (N. 84<sup>th</sup> & Adams Street);
2. **Amendment 04013** (N.W. 12<sup>th</sup> Street & Highway 34);
3. **Amendment 04015** (S. 70<sup>th</sup> Street & Yankee Hill Road);
4. **Amendment 04016** (N.W. 40th Street and Highway 34);
5. **Amendment 04018** (Cheney Entrances); and
6. **Amendment 04019** (Capitol View Corridors and Urban Design).

Henrichsen said Gayle Hanshaw of Cheney stated approval of Amendment 04018 even though he did not attend the hearing. Letters of support were also received from the Downtown Lincoln Association, Lincoln Arts Council and Capital Environs Commission in regard to Amendment 04019.

In response to Heier's inquiry regarding jurisdiction on the 134<sup>th</sup> & "A" Street Amendment, DeKalb said this item would require a vote by both bodies.

Stevens asked how many residences will be in the area of S. 84<sup>th</sup> & Highway 2 (Amendment 04011). Henrichsen said with typical urban density, there could be 250-280 dwelling units. Initial plans include 210 single-family homes and some townhomes on the eastern portion of the property. Stevens questioned whether changes to the existing road network have been proposed. Henrichsen said this issue would need to be addressed with a potential plat or annexation as the gravel roads would not be sufficient for the increased traffic. He noted the Comprehensive Plan text currently reads, "Prior to any development approvals, areas impacted by annexation or adjacent new development, streets should be brought up to an acceptable standard to the satisfaction of the Lincoln Public Works & Utilities Department." He added this particular item is in the City's three-mile limit.

## EMERGENCY MANAGEMENT BUDGET HEARING

A summary analysis of the Emergency Management budget for FY 05 was distributed. **(See Exhibit D.)**

Ahlberg said capital outlay has increased due to the need for more outside warning sirens for the City of Lincoln. A review was done of the older systems which have an effective range of 4,000 feet. They are being replaced by systems with an effective range of 5,280 feet. These larger systems are being located along the City's fringe to encompass growth. The older systems are being placed in areas which previously had no outside warning devices, such as State recreational areas and others along the City's fringe. Ahlberg noted an increase is also included for communications equipment. Through grant funding, new hand-held radios were purchased for police, fire and sheriff. In return, Emergency Management will get 40 old MPA radios at a cost of \$13,000 to maintain them.

After meeting with the County Board last week, Ahlberg was asked to include the cost of a new mobile command post in the budget. He recommended purchasing a 32' to 34' trailer with a 10' slide-out room. It would be towable, self-contained and able to remain onsite. The estimated cost is \$50,000 to \$59,000 with a 20 to 25-year life expectancy. The Department also needs a new vehicle as the current ones are old with high miles. The increase to the budget for these two items is approximately \$90,000. McRoy asked if the cost of the mobile command post includes equipment. Ahlberg said radios would be taken from the current command post. Computers are included but a satellite receiver is not, although, that piece of equipment is not necessarily needed.

Camp applauded Ahlberg's efforts over the years in keeping equipment costs to a minimum by using second-hand items. In tight economic times, he asked whether deferring the purchase of a mobile command post would imperil the City and County. Ahlberg said the current mobile command post is a 1974 Winnebago which is functional except for the generator. In Hallam, the Department used another generator which is on a 1953 Ford chassis. He asked the Purchasing Department what was going on bid this year and they indicated nothing adaptable was available. He said the current system could probably function another year but he didn't know if it would meet the need six months from now.

Svoboda said he asked Ahlberg to consider a deputy director in last year's budget. This year it seems other priorities have surfaced. He noted his concern with the lack of redundancy pertaining to a deputy director and asked Ahlberg to forward him a cost estimate for such a position. Ahlberg said he relies heavily on Kerry Eagan, County Chief Administrative Officer, as his backup. In the past year, many volunteers received their basic certification in emergency management paid for by the Department. An administrative aide was also hired who is certified and a Lincoln police officer will be going through the certification process in August. He appreciated the fact that a deputy director may be needed but he is of the opinion that the most qualified person for the position is not necessarily the right person. Ahlberg indicated he would forward Svoboda a salary estimate for a deputy director.

Hudkins and Workman concurred with Svoboda's concerns regarding a deputy director. Hudkins also agreed with Ahlberg's suggestion to buy a new mobile command post. He noted unified command meetings could not be held in the Winnebago at Hallam due to lack of space. He praised Ahlberg for his leadership during the recent disaster.

In reference to another budget item not listed, Ahlberg said he has been looking at a telephone call-back system which would provide a pre-recorded message to residents in the event of an emergency (roughly 2,000 calls per minute). The system can be programmed by prefix, zip

code or GPS info and can link to cellular phones upon request. It would be very beneficial to those in rural settings who do not have access to an outside siren. Ahlberg estimated the cost to be \$19,000/year or approximately the cost of one siren. He will also be talking to FEMA about replacing all the rural sirens with backup battery systems.

With regard to the phone warning system, Werner asked how long it would take to notify the entire County, if necessary. Ahlberg said it would take roughly 10 minutes. He added the best solution is for everyone to have a weather alert radio in their home. Werner asked whether the backup battery sirens are a higher priority than the phone system. Ahlberg said they are a higher priority but they are also very expensive and there is no guarantee FEMA will help absorb the cost. He reminded everyone that outside warning sirens are not intended to rouse sleeping residents (unless the siren is in their backyard) but rather to notify those outside of an emergency. A phone call, on the other hand, might awaken residents. Werner felt it was disconcerting to realize that outside sirens are not really intended to warn residents inside their homes and that the sirens won't work if the electricity goes off. He noted many small towns have come to rely on these sirens for emergency warnings. Ahlberg added most use the sirens on a daily basis for other things - noon whistle, volunteer fire and rescue notification, etc. He stated the County does not own the sirens currently located in the villages. If they were to be replaced by Emergency Management, they would become the property of Lancaster County and the usage would be restricted to severe weather and air raid warnings only.

Heier exited at 9:50 a.m.

McRoy inquired if there is anything the Governor can do regarding the 404 mitigation funds. Ahlberg said because the area has been declared a disaster, he did not know how the federal government could deny funding. McRoy asked if a letter of support from this body is needed. Ahlberg said he would approach officials, if necessary.

Schorr indicated a decision on the additional funding request for the mobile command post, new vehicle and telephone warning system would be made when final budgets are approved by the City and County in the coming months.

## **PARKING POLICIES**

Camp said he is seeking input so a consistent City-County policy is achieved. Svoboda inquired about City or County policies governing reimbursement for parking. Killeen said it is really a budget issue. Property Management charges \$30 per stall to meet the bonding requirements. These charges are assessed for vehicles parking in the north and west lots, as well as those parking under the County-City Building. Department heads make a request to the Parking Committee as to whether a permit should be paid for by the department. Killeen said the consistency is really up to City and County department heads and what they deem necessary with regard to paying for employee parking. The Public Building Commission is simply looking for revenue to pay the bond.

In response to Svoboda's inquiry, Killeen said 90 stalls are leased to individual employees who pay \$30/month. There is no charge for employees who park in the south lot.

Werner said \$30/month is very low. Killeen said outside lessees are charged \$60/month (market rate) to park in the north lot. Werner asked how the lower price for City-County employees came about. Killeen said this price was determined by the PBC and is similar to what the State charges its employees for parking.

Stevens said it would be his inclination for anyone who parks in the north lot or under the County-City Building to pay \$30/month. It should not be a budgeted item within the department as this expense should not be beared by the City and County taxpayers. For those employees who do not want to pay, there is sufficient free parking provided within the vicinity. Svoboda agreed with Stevens that parking should not be subsidized by the taxpayers. He asked whether parking stalls are designated in the north lot. Killeen said it is first-come, first-serve. Werner said there should be more discussion on this item with department heads. He believes the cost to park should be market rate for everyone .

McRoy asked whether parking is covered under union contracts. Hubka said he did not believe parking is specifically addressed in the contracts but it could possibly be considered a condition of employment. He noted Don Taute, Personnel Director, had an initial concern about making a change. With regard to parking being a condition of employment, Camp said free parking is and would still be provided. Monthly rates would only be charged to those desiring to park in a premium location. He felt there should be a policy governing parking to help alleviate the taxpayer burden. Free parking would still be available but, maybe over time, lots could be prioritized and priced accordingly. He mentioned the City and County have current incentives to encourage bus ridership and perhaps charging for parking would help that cause.

Schorr questioned whether the \$30/month rate was derived more from what the State charges or what is needed to cover the bond. Killeen said both - a formula was derived and the 90 stalls rented to employees at \$30/month helped fill the mix. Without the employees, there would not be enough public demand for rental spaces at this location.

Hudkins noted the \$30/month charge to park in the north lot may not be a perfect amount but it does help balance the demand for parking as there are not enough stalls in the south lot to accommodate everyone. Public parking was also needed and is reserved on the upper level of the north lot. He said officials should take into account that parking is viewed by some unions as a condition of employment, thus, contracts may have to be reopened in order to charge employees for parking. Killeen added that over the past ten years, both the City and County Attorney have ruled there is a need to provide some free parking since it has been provided in the past.

Svoboda agreed everyone should pay or walk. He also supported a cost analysis whereby the concept of tiered monthly charges could be reviewed with the goal of obtaining a fee closer to the market rate. Stevens said he was unsure what the market rate is but, government has an advantage in that interest costs are typically lower and there is no profit motive. He felt it was rational to charge market rate to those working outside the County-City Complex in order to assure enough stalls remain for employees. With regard to parking being a condition of employment, Stevens said officials could consider a plan where new employees would not receive free parking and existing employees would be grandfathered but eventually phased out. He suggested the Parking Committee or PBC review the issue and come back with a plan including monthly charges.

Friendt and Newman agreed that the PBC should review the issue and forward recommendations to officials for consideration. Newman also encouraged the PBC to look at other campuses, such as the Health Department, to see if those employees should pay for parking. Workman said this approach has merit. It appears some directors may be getting a little greedy by having more parking stalls than other departments.

Schorr stated the government should not take on the role of a profit-making entity. She did not agree with charging employees \$60/month for parking when \$30/month is enough to cover the

bond. Werner said he did not consider charging market rate as profit making when an entire City block was taken off the tax rolls to build a parking garage.

Camp said he appreciated everyone's comments and would be relaying them to the PBC and Parking Committee. He agreed government should not be profiting from employees. He also liked the idea of a scaled system which included some degree of free parking.

Friendt motioned for the PBC to appoint a Parking Task Force, representing various City and County agencies, to review parking with recommendations forwarded to the Common; seconded by Svoboda. Roll call vote. Ayes: Seng, Camp, Friendt, Hudkins, McRoy, Newman, Schorr, Stevens, Svoboda, Werner and Workman. Nays: None. Motion approved 11-0.

### **FUTURE MEETING DATE**

The next Common meeting will be on Tuesday, July 6, 2004, beginning at 4:00 p.m., at the County-City Building, Room 113. It will consist of joint agency budget hearings.

There being no further business, the meeting adjourned at 10:10 a.m.

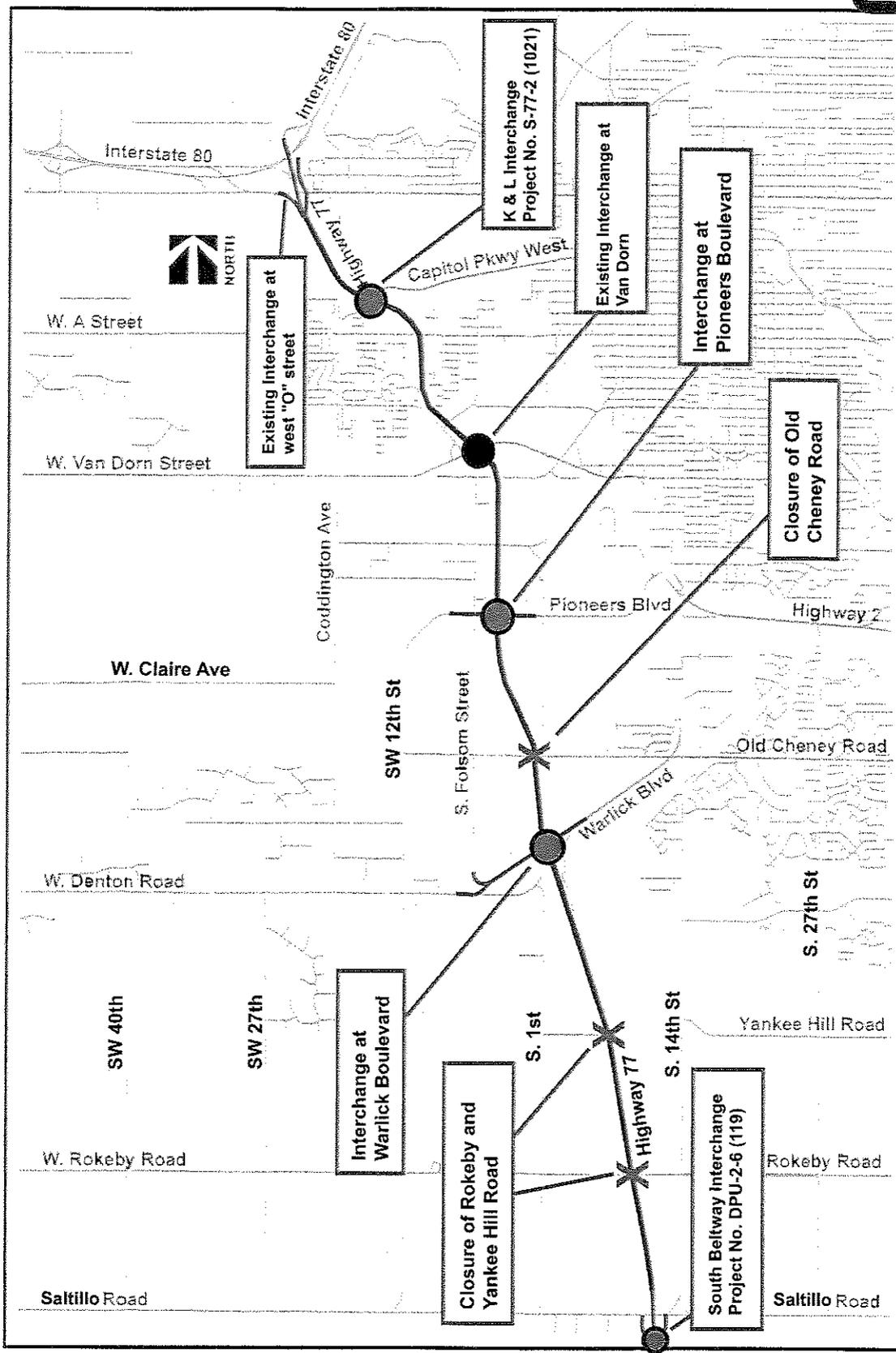
Submitted by,



Cori R. Beattie  
County Board Secretary

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# US 77 Corridor, Saltillo Road to I-80



OLSON ASSOCIATES  
ENGINEERS • PLANNERS • SCIENTISTS • SURVEYORS

**CITY/COUNTY SUPER COMMONS MEETING**  
**JUNE 7, 2004**  
**PROJECT NH-77-2 (156)**  
**LINCOLN WEST BELTWAY, SALTILLO AND PIONEERS**  
**C.N. 12552A**

**SLIDE 2-NEW OVERALL PROJECT LOCATION MAP**

THE PLANNING FOR A FREEWAY SYSTEM AROUND THE CITY OF LINCOLN BEGAN OVER 40 YEARS AGO WITH CONSTRUCTION OF I-80 ALONG THE NORTHERN EDGE OF THE CITY AND PLANNING AND DEVELOPMENT OF THE US-77 WEST BELTWAY. THIS IN CONJUNCTION WITH THE RECENT PROJECT DEVELOPMENT FOR THE SOUTH AND EAST BELTWAYS WILL PROVIDE A CONTINUOUS FREEWAY SYSTEM AROUND THE COMMUNITY TO IMPROVE TRAFFIC FLOW AND ENHANCE SAFETY FOR THE TRAVELLING PUBLIC.

FOLLOWING THROUGH ON THE COMMITMENT TO BUILD THE BELTWAY SYSTEM, LANCASTER COUNTY, THE CITY OF LINCOLN AND THE NEBRASKA DEPARTMENT OF ROADS ENTERED INTO AN AGREEMENT IN APRIL OF 2002 TO CONSTRUCT THE SOUTH BELTWAY. AS PART OF THIS AGREEMENT, THE PARTIES ALSO COMMITTED TO THE UPGRADING OF US-77 TO FREEWAY STANDARDS BETWEEN THE SOUTH BELTWAY AND I-80.

FOLLOWING EXECUTION OF THE SOUTH BELTWAY AGREEMENT, THE DEPARTMENT OF ROADS INITIATED A STUDY TO EVALUATE TRAFFIC NEEDS AND TO DEVELOP CONCEPTUAL DESIGN FOR THE IMPROVEMENTS REQUIRED TO UPGRADE US-77 TO FREEWAY STANDARDS.

**SLIDE 3-COMP PLAN LAND USE**

THE TRAFFIC ANALYSIS AND DEVELOPMENT FOR THE PROJECT WAS BASED UPON THE PROPOSED LAND USES AND PREDICTED GROWTH WITHIN THE PROJECT AREA AS SHOWN IN THE CITY/COUNTY COMPREHENSIVE PLAN.

**SLIDE 4-3 & 4-LANE ROADWAY PLAN**

ANALYSIS CONSIDERED BOTH EXISTING AND PLANNED 3 AND 4-LANE ROADWAYS WITHIN THE PROJECT AREA IN DEVELOPING A RECOMMENDATION FOR THE IMPROVEMENTS. BASED UPON THE PREDICTED TRAFFIC GROWTH AND FUTURE TRANSPORTATION SYSTEM AS SHOWN, THE STUDY RECOMMENDED CONSTRUCTION OF INTERCHANGES ALONG US-77 AT WARLICK BOULEVARD AND PIONEERS BOULEVARD ALONG WITH CLOSURE OF THE EXISTING AT-GRADE INTERSECTIONS AT ROKEBY ROAD, YANKEE HILL ROAD AND OLD CHENEY ROAD. AN OVERVIEW OF THE STUDY WAS PRESENTED TO CITY AND COUNTY OFFICIALS AT THE JULY 2003 COMMONS MEETING.

**SLIDE 5-PROJECT LOCATION MAP**

FOLLOWING THE PRESENTATION TO THE CITY/COUNTY COMMONS, THE DEPARTMENT OF ROADS INITIATED DEVELOPMENT OF PRELIMINARY DESIGN PLANS FOR THE REQUIRED IMPROVEMENTS BETWEEN SALTILLO ROAD AND PIONEERS BOULEVARD.

AT THE COMPLETION OF THE PRELIMINARY DESIGN, A DESIGN PUBLIC HEARING WAS CONDUCTED TO PROVIDE AN OVERVIEW OF THE PROJECT TO INTERESTED CITIZENS AND TO SOLICIT INPUT ON THE IMPROVEMENTS. THE FOLLOWING IS A BRIEF OVERVIEW OF THE PUBLIC HEARING PRESENTATION.

THE LINCOLN WEST BELTWAY, SALTILLO AND PIONEERS PROJECT IS PART OF THE PROPOSED IMPROVEMENTS TO UPGRADE US-77 FROM A FOUR-LANE EXPRESSWAY TO FREEWAY STANDARDS FROM SALTILLO ROAD, NORTH TO INTERSTATE 80.

DESIGNATION OF THIS SEGMENT ALONG US-77 AS A FREEWAY WILL REQUIRE CLOSURE OF THE AT-GRADE INTERSECTIONS WITH FULL ACCESS CONTROL ALONG THE HIGHWAY.

**SLIDE 6- LISTING OF IMPROVEMENTS AND LOCATION MAP**

THIS PROJECT INCLUDES THE FOLLOWING FEATURES:

- CLOSURE OF THE EXISTING AT-GRADE INTERSECTION OF ROKEBY ROAD AND US-77.
- CLOSURE OF THE EXISTING AT-GRADE INTERSECTION OF YANKEE HILL ROAD AND US-77.
- CONSTRUCTION OF A NEW INTERCHANGE AT WARLICK BOULEVARD.
- CLOSURE OF THE EXISTING AT-GRADE INTERSECTION OF OLD CHENEY ROAD AND US-77.
- AND CONSTRUCTION OF A NEW INTERCHANGE AT PIONEERS BOULEVARD.

WHEN COMPLETED, ACCESS TO THE PROPOSED US-77 FREEWAY WILL BE PROVIDED AT APPROXIMATE TWO-MILE SPACING THROUGH THE DEVELOPING URBAN AREA.

**SLIDE 7-TRAFFIC SUMMARY US-77**

THE CURRENT TRAFFIC VOLUME ALONG US-77 BETWEEN WARLICK BOULEVARD AND PIONEERS BOULEVARD IS 11,200 VEHICLES PER DAY WITH TRAFFIC FORECASTED TO INCREASE TO 37,100 VEHICLES PER DAY IN THE YEAR 2025.

**SLIDE 8-TYPICAL-EXISTING US-77 SOUTH OF WARLICK BOULEVARD**

THE EXISTING FOUR-LANE DIVIDED HIGHWAY SECTION ALONG US-77 WILL BE PERPETUATED FOR THIS PROJECT.

**SLIDE 9-FUTURE TYPICAL SECTION AT US-77**

THE PROPOSED BRIDGES AT THE NEW INTERCHANGES WILL BE DESIGNED TO ACCOMMODATE A FUTURE SIX-LANE SECTION ALONG US-77 WHEN WARRANTED.

**SLIDE 10-TYPICAL SECTION ALONG WARLICK**

THE PROPOSED TYPICAL SECTION ALONG WARLICK BOULEVARD THROUGH THE INTERCHANGE IS A FOUR-LANE DIVIDED ROADWAY WITH A RAISED MEDIAN.

**SLIDE 11-TYPICAL SECTION ALONG PIONEERS**

GRADING ALONG PIONEERS BOULEVARD WILL ACCOMMODATE THE CONSTRUCTION OF A FUTURE 10-FOOT WIDE BIKEWAY ALONG THE NORTH SIDE OF THE ROADWAY. THIS WILL ALLOW FOR A FUTURE CONNECTION TO THE JAMAICA NORTH TRAIL TO THE EAST AS WELL AS A CONNECTION TO A FUTURE BIKEWAY ALONG SOUTH FOLSOM STREET.

**SLIDE 12-SALTILLO ROAD AERIAL**

THIS SLIDE SHOWS THE PROPOSED INTERCHANGE AT THE FUTURE SOUTH BELTWAY AND US-77. THIS INTERCHANGE WILL PROVIDE FULL ACCESS TO US-77 AND THE SOUTH BELTWAY FOR LOCAL TRAFFIC AT SALTILLO ROAD. AN OVERPASS STRUCTURE WILL ALSO BE CONSTRUCTED AT THIS LOCATION TO CARRY SALTILLO ROAD OVER US-77.

**SLIDE 13-ROKEBY ROAD & YANKEE HILL ROAD AERIAL**

ACCESS TO US-77 AT ROKEBY ROAD AND YANKEE HILL ROAD WILL BE CLOSED.

**SLIDE 14-WARLICK INTERCHANGE OVERALL VIEW**

CONSTRUCTION OF A DIAMOND INTERCHANGE IS PROPOSED AT WARLICK BOULEVARD AND US-77. THIS WILL INCLUDE REALIGNMENT OF WEST DENTON ROAD BETWEEN SOUTH FOLSOM STREET AND US-77, AS WELL AS RECONSTRUCTION OF A SEGMENT ALONG SOUTH 1<sup>ST</sup> STREET BETWEEN THE CARDWELL BRANCH BRIDGE AND WEST DENTON ROAD.

ADDITIONAL RIGHT-OF-WAY WILL NEED TO BE ACQUIRED TO CONSTRUCT THE WARLICK INTERCHANGE AS WELL AS AT OTHER LOCATIONS ALONG THE

PROJECT. CONTROL OF ACCESS NEAR THE INTERCHANGES WILL ALSO NEED TO BE MODIFIED OR ACQUIRED.

A GRADE SEPARATION STRUCTURE WILL BE RETAINED ALONG US-77 SOUTH OF THE WARLICK INTERCHANGE TO ACCOMMODATE A FUTURE BIKEWAY ALONG THE FORMER ROCK ISLAND RAILROAD RIGHT-OF-WAY.

THE CONSTRUCTION OF THE INTERCHANGE AT WARLICK BOULEVARD WILL REQUIRE A TEMPORARY ROAD TO MAINTAIN TRAFFIC ON WARLICK EAST OF US-77 DURING CONSTRUCTION.

CONSTRUCTION OF THE INTERCHANGE AT US-77 AND WARLICK BOULEVARD WILL REQUIRE PLACEMENT OF PERMANENT FILL WITHIN THE 100-YEAR FLOODPLAIN. CONSTRUCTION WORK ASSOCIATED WITH THE NEW INTERCHANGE WILL NOT ENCROACH INTO WILDERNESS PARK.

**SLIDE 15-US-77 AERIAL CENTERED ON OLD CHENEY ROAD CLOSURE**

ACCESS TO US-77 AT OLD CHENEY ROAD WILL BE CLOSED AND THE EXISTING AT-GRADE INTERSECTION WILL BE REMOVED. EAST OF US-77, OLD CHENEY ROAD WILL CONNECT DIRECTLY TO SOUTH 1<sup>ST</sup> STREET AS SHOWN ON THIS SLIDE. CONSTRUCTION WORK ASSOCIATED WITH OLD CHENEY ROAD AS SHOWN WILL NOT ENCROACH INTO WILDERNESS PARK.

THE CLOSING OF THE US-77 INTERSECTIONS AT ROKEYBY ROAD, YANKEE HILL ROAD, AND OLD CHENEY ROAD DOES NOT ELIMINATE THE POSSIBILITY OF FUTURE CONSTRUCTION OF GRADE SEPARATION STRUCTURES AT ANY OF THESE LOCATIONS.

**SLIDE 16-NEW OVERALL AERIAL OF PIONEERS INTERCHANGE**

CONSTRUCTION OF A DIAMOND INTERCHANGE IS PROPOSED AT US-77 AND PIONEERS BOULEVARD. THIS WILL INCLUDE RECONSTRUCTION ALONG

PIONEERS BOULEVARD BETWEEN SOUTH FOLSOM STREET AND SOUTH 1<sup>ST</sup> STREET.

CONSTRUCTION OF THE NEW INTERCHANGE AT PIONEERS BOULEVARD WILL REQUIRE ACQUISITION OF TWO RESIDENCES AND ONE COMMERCIAL PROPERTY. THESE PROPERTIES ARE LOCATED ALONG THE NORTH SIDE OF PIONEERS BOULEVARD BETWEEN US-77 AND SW 2<sup>ND</sup> STREET.

THE CONSTRUCTION OF THE INTERCHANGE AT PIONEERS BOULEVARD WILL BE COMPLETED UNDER TOTAL CLOSURE OF PIONEERS BETWEEN SOUTH FOLSOM STREET AND SOUTH 1<sup>ST</sup> STREET. THE INTERSECTION OF US-77 AND OLD CHENEY ROAD WILL REMAIN OPEN DURING CONSTRUCTION OF THE INTERCHANGE FOR LOCAL ACCESS.

**SLIDE 17- ESTIMATED COST**

ESTIMATED COST OF CONSTRUCTION FOR THE LINCOLN WEST BELTWAY, SALTILLO AND PIONEERS PROJECT AT TODAY'S PRICES INCLUDING RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION IS 15.7 MILLION DOLLARS. THE CITY AND COUNTY ARE NOT PARTICIPATING IN THE COST OF THE PROJECT AS CURRENTLY DESIGNED.

INDIVIDUAL PROJECTS TO UPGRADE THIS SEGMENT TO FREEWAY STANDARDS HAVE NOT BEEN IDENTIFIED FOR CONSTRUCTION AT THIS TIME. IT IS ANTICIPATED THAT WORK ON THIS PROJECT WILL BE COMPLETED IN CONJUNCTION WITH THE CONSTRUCTION OF THE PROPOSED SOUTH BELTWAY PROJECT.

**SLIDE 18- CORRIDOR MAP & COMMENTS RECEIVED**

PUBLIC TESTIMONY ON THE PROJECT WAS TAKEN AT THE DESIGN PUBLIC HEARING. STATEMENTS IN FAVOR OF THE PROJECT AS PRESENTED WERE RECEIVED AS WELL AS STATEMENTS THAT OPPOSED SPECIFIC PROJECT

FEATURES SUCH AS ROADWAY CLOSURES. WRITTEN COMMENTS WERE ALSO RECEIVED AND ARE INCLUDED WITH THE DESIGN PUBLIC HEARING TRANSCRIPT.

COMMENTS THAT WERE RECEIVED CAN GENERALLY BE CLASSIFIED INTO THE FOLLOWING THREE GROUPS:

THE FIRST GROUP WOULD INCLUDE DESIGN RELATED ITEMS SUCH AS PROVIDING SURFACING AT EXISTING UNPAVED ROADWAYS THAT MAY BE IMPACTED BY THE PROJECT. THE DEPARTMENT WILL REVIEW THE COMMENTS RECEIVED ON THE PROJECT AND MODIFY THE DESIGN WHERE WARRANTED TO MINIMIZE IMPACTS OR ADDRESS PUBLIC CONCERNS.

THE SECOND GROUP OF COMMENTS RELATE TO THE CLOSURE OF THE EXISTING EAST-WEST ROADWAYS AT US-77.

AS PREVIOUSLY STATED, A TRAFFIC STUDY WAS COMPLETED TO EVALUATE ACCESS LOCATIONS AND ROADWAY CLOSURES ALONG THE PROPOSED US-77 FREEWAY. THIS STUDY CONCLUDED THAT AN ACCEPTABLE LEVEL OF SERVICE WOULD BE MAINTAINED AT THE ADJACENT LOCAL ROADWAY SYSTEM WITH THE INTERCHANGES AND ROADWAY CLOSURES AS PROPOSED. THIS ANALYSIS WAS BASED UPON THE LAND USE AND PREDICTED GROWTH SHOWN IN THE CITY/COUNTY COMPREHENSIVE PLAN ALONG WITH THE PROPOSED FUTURE TRANSPORTATION IMPROVEMENTS TO THE LOCAL ROADWAY SYSTEM WITHIN THE PROJECT AREA.

THE DEPARTMENT RECOGNIZES THAT CONSTRUCTION OF THIS PROJECT IS MOST LIKELY FIVE TO TEN YEARS IN THE FUTURE AND CHANGES TO THE CITY/COUNTY COMPREHENSIVE PLAN DURING THIS TIME ALONG WITH ACTUAL DEVELOPMENT THAT OCCURS WITHIN THE PROJECT AREA MAY ALTER TRAFFIC VOLUMES ALONG THE LOCAL ROADWAY SYSTEM FROM THOSE SHOWN IN THE

CURRENT TRAFFIC STUDY. THEREFORE, PRIOR TO FUTURE IMPLEMENTATION OF THE PROJECT AS PROPOSED, THE DEPARTMENT WILL AGAIN REVIEW THE TRAFFIC PROJECTIONS AND PROPOSED LAND USES TO DETERMINE THE FEASIBILITY OF ANY GRADE SEPARATION STRUCTURES AT ANY OF THE INTERSECTIONS THAT ARE CURRENTLY IDENTIFIED TO BE CLOSED AT US-77.

THE FINAL GROUP OF COMMENTS RELATES TO CONCERNS WITH RESTRICTING BICYCLE USE ALONG US-77. CURRENTLY US-77, WHICH HAS PAVED SHOULDERS, IS USED AS A PRINCIPLE ROUTE FOR ROAD BICYCLISTS WHO TRAVEL SOUTH OF LINCOLN. HOWEVER, WITH THE FORECASTED TRAFFIC VOLUMES ALONG THIS SEGMENT ON US-77, SAFETY FOR BICYCLISTS TRAVELLING ALONG THE ROADWAY WILL BE GREATLY DIMINISHED. IN ADDITION, WITH THE DESIGNATION OF THIS SEGMENT OF US-77 AS A FREEWAY, STATE LAW PROHIBITS BICYCLES, PEDESTRIAN AND SLOW MOVING VEHICLES FROM USING THE FREEWAY. THE DEPARTMENT RECOGNIZES THE NEED TO PROMOTE ALTERNATIVE TRANSPORTATION MODES SUCH AS BICYCLE USE AND IS WILLING TO WORK WITH THE CITY AND COUNTY TO REVIEW ALTERNATE ROUTES ALONG THE LOCAL ROAD SYSTEM TO PROVIDE A SAFE ROUTE FOR BICYCLE TRAVEL SOUTH OF LINCOLN.

**SLIDE 19 -END SLIDE**

THE DEPARTMENT IS COMMITTED TO WORKING TOGETHER WITH LOCAL OFFICIALS TO IMPLEMENT THE PROPOSED PROJECT. WE BELIEVE THAT THE PROJECT WILL IMPROVE THE TRANSPORTATION SYSTEM AROUND THE COMMUNITY AND WILL ENHANCE SAFETY FOR THE TRAVELLING PUBLIC.

THANK YOU FOR THE OPPORTUNITY TO PRESENT THIS PROJECT AT THE COMMONS MEETING TODAY. ARE THERE ANY QUESTIONS CONCERNING THE PROJECT DESIGN OR PROPOSED IMPROVEMENTS?

**Lincoln City Council - Lancaster County Board &  
Special Concurrent Public Hearing**

**AGENDA - TUESDAY, JUNE 15<sup>th</sup>, 4:00 P.M.**

- 1) CALL TO ORDER – COUNTY BOARD, STEVENS
- 2) CALL TO ORDER – CITY COUNCIL, WERNER
- 3) STEVENS CALLS FOR NOMINATION OF CHAIR FOR MEETING: NOMINATIONS CLOSED
- 4) ELECTION OF CHAIR - CITY CLERK: JOAN ROSS CALLS THE ROLL  
COUNTY CLERK: BRUCE MEDCALF CALLS THE ROLL
- 5) DEB SCHORR, (ELECTED CHAIR) READS STATEMENT OF PROTOCOL
- 6) COUNTY CLERK: BRUCE MEDCALF CALLS THE ITEM ONE BY ONE
- 7) PUBLIC TESTIMONY
- 8) QUESTIONS FOR STAFF

– depending upon time, may take short break before voting session –

- 9) CALL FOR A MOTION FROM EACH GROUP (take each amendment one by one)
- 10) DISCUSSION OF MOTIONS BY CITY COUNCIL & COUNTY BOARD MEMBERS
- 11) JOINT MEETING CHAIR SCHORR CALLS FOR A VOTE
- 12) CITY CLERK: JOAN ROSS CALLS THE ROLL  
COUNTY CLERK: BRUCE MEDCALF CALLS THE ROLL

**PROCEED TO VOTE ON NEXT AMENDMENT, REPEAT 8 -11 TILL ALL  
THIRTEEN AMENDMENTS ARE ACTED UPON**

- 13) CALL TO RECESS - COUNTY BOARD, STEVENS
- 14) CALL TO RECESS - CITY COUNCIL, WERNER



# 2004 Comprehensive Plan Annual Review

Planning Commission Recommendation on May 19<sup>th</sup>, 2004

All recommendations were by unanimous 6-0 vote.

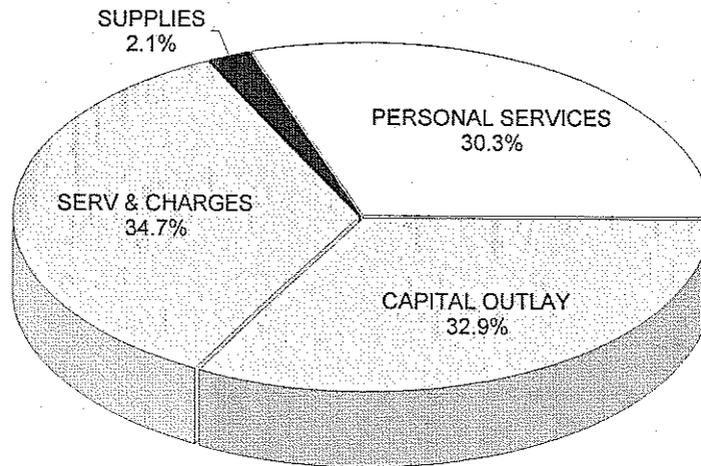
		<b>Planning Commission Recommendation</b>
<u>Number</u>	<u>Application</u>	
02001A	S. 84 <sup>th</sup> & Van Dorn, change to Commercial	Approval
04003	Lincoln Public Schools Master Plan	Approval
04004	Trails Network Plan	Approval
04005	Lincoln Area 2025 Road Improvements (With amendment extending the Highway 2 corridor study area to 66 <sup>th</sup> and Highway 2)	Approval
04006	County Future Road Improvements	Approval
04009	S. 134 <sup>th</sup> & A, change to Low Density Residential	Denial
04011	S. 84 <sup>th</sup> & Highway 2, change to Commercial and Urban Residential	Denial of Change to Commercial/ Approval of Urban Residential
04012	N. 84 <sup>th</sup> & Adams, change to Urban Residential and Commercial	Approval
04013	NW 12 <sup>th</sup> and Highway 34; change from Priority B to Priority A	Approval
<del>04014</del>	<del>NW 70<sup>th</sup> &amp; West Superior, change from Priority B to Priority A</del>	<del>Withdrawn</del>
04015	S. 70 <sup>th</sup> & Yankee Hill Road, change from Priority B to Priority A	Approval
04016	NW 40 <sup>th</sup> & Highway 34: Northwest Tier Study	Approval
04018	Cheney Entrances from 91 <sup>st</sup> & Highway 2 and Yankee Hill Road	Approval
04019	Capitol View Corridors & Urban Design	Approval

BUD693

LANCASTER COUNTY  
SUMMARY ANALYSIS OF REQUESTED BUDGET  
EMERGENCY SERVICES

	FY04 ADOPTED	FY05 REQUESTED	CHANGE AMOUNT	PERCENT
	1.75	2.00	0.25	14.29%
PERSONAL SERVICES	115,186	132,682	17,496	15.19%
SUPPLIES	7,800	9,050	1,250	16.03%
SERV & CHARGES	106,934	152,111	45,177	42.25%
CAPITAL OUTLAY	94,640	144,350	49,710	52.53%
TOTAL EXPENDITURES	324,560	438,193	113,633	35.01%
REVENUE ESTIMATE	201,380	256,596	55,216	27.42%
NET	123,180	181,597	58,417	47.42%

FY05

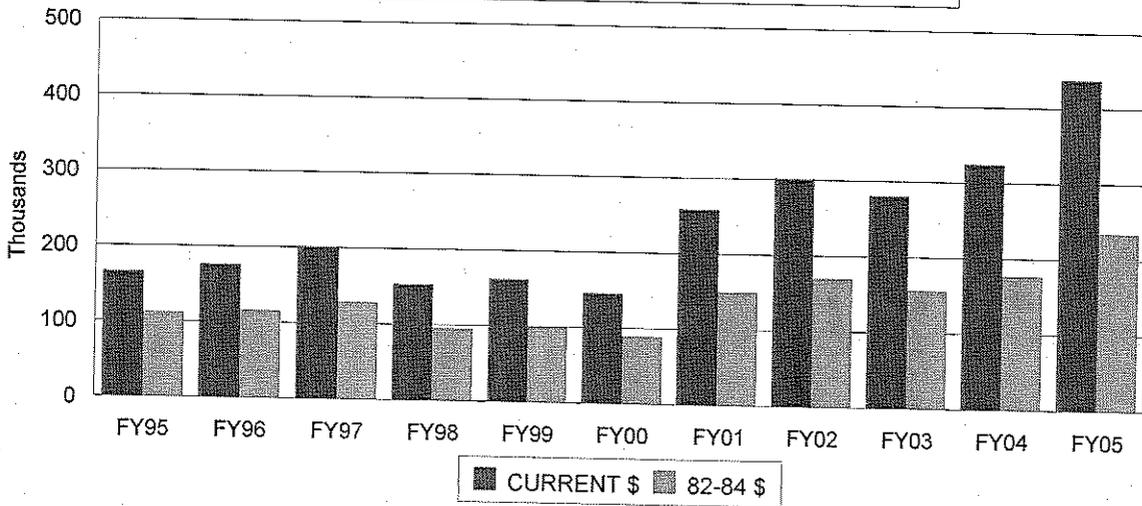


YEAR	FTE'S	AMOUNT	CHANGE	PERCENT
FY95	2.00	165,301		
FY96	2.00	175,874	10,573	6.40%
FY97	2.00	200,954	25,080	14.26%
FY98	2.00	153,012	(47,942)	-23.86%
FY99	2.00	162,039	9,027	5.90%
FY00	1.00	145,363	(16,676)	-10.29%
FY01	1.50	258,305	112,942	77.70%
FY02	1.50	301,400	43,095	16.68%
FY03	1.10	280,568	(20,832)	-6.91%
FY04	1.75	324,560	43,992	15.68%
FY05	2.00	438,193	113,633	35.01%
AVERAGE INCREASE			30,321	14.51%

LANCASTER COUNTY  
 CURRENT \$ BUDGET COMPARED TO CONSTANT DOLLAR BUDGET  
 EMERGENCY SERVICES

	CURRENT \$ BUDGET	C.P.I.U 82-84 = 100	BUDGET IN 82-84 \$
FY95	165,301	148.4	111,389
FY96	175,874	152.5	115,327
FY97	200,954	157.0	127,996
FY98	153,012	160.5	95,335
FY99	162,039	163.2	99,289
FY00	145,363	163.2	89,070
FY01	258,305	172.8	149,482
FY02	301,400	177.5	169,803
FY03	280,568	180.1	155,785
FY04	324,560	183.9	176,487
FY05	438,193	187.0	234,328

**COMPARISON OF CURRENT \$  
 TO CONSTANT \$**



LANCASTER COUNTY  
SUMMARY LISTING OF THE REQUIRED EXPENSE BUDGET  
BUDGET PREPARATION FOR FISCAL YEAR 2005

FUND: 011 GENERAL FUND AGENCY: 693 EMERGENCY MANAGEMENT SERVICES

CHANGES BETWEEN CURRENT  
AND REQUESTED BUDGET  
AMOUNT PERCENT

BUDGETED AMT FOR CURRENT FISCAL YEAR  
REQUESTED AMT FOR FISCAL YEAR 2005

PRIOR YEAR ACTUAL OBLIGATIONS  
CURRENT YEAR ACTUAL OBLIGATIONS

OBJECT DESCRIPTION

OBJECT CATEGORY: 10 PERSONAL SERVICES

1051	OFFICIAL'S SALARY	62,702.52	32,534.65	63,211	64,860	1,649	2.6
1053	REGULAR SALARIES	0.00	0.00	30,000	32,137	2,137	7.1
1101	FICA CONTRIBUTIONS	4,659.31	2,425.83	4,836	7,420	2,584	53.4
1102	RETIREMENT CONTRIBUTIONS	4,890.88	2,537.69	4,930	7,565	2,635	53.4
1103	GROUP INSURANCE	8,772.06	4,468.34	8,822	14,415	5,593	63.3
1105	WORKERS COMP INSURANCE	1,530.00	1,700.00	1,700	3,400	1,700	100.0
1107	GROUP DENTAL INSURANCE	789.84	390.97	790	688	102	12.9
1108	LONG TERM DISABILITY	259.68	134.26	247	377	130	52.6
1109	POST EMPLOYMENT HEALTH PROGRAM	95.00	332.50	650	1,820	1,170	180.0
TOTAL FOR OBJECT CATEGORY 10		83,699.29	44,524.24	115,186	132,682	17,496	15.1

OBJECT CATEGORY: 20 SUPPLIES

2051	OFFICE SUPPLIES	2,192.73	1,141.76	1,500	1,500	0	0.0
2103	EDUCATION & TRAINING MATERIALS	0.00	0.00	600	600	0	0.0
2112	OTHER OPERATING SUPPLIES	421.91	209.86	600	600	0	0.0
2114	FOOD	562.98	0.00	500	300	200	40.0
2118	HAND TOOLS	108.44	0.00	100	100	0	0.0
2120	BEVERAGE	0.00	0.00	250	250	0	0.0
2127	KEYS & LOCKS	0.00	0.00	0	100	100	100.0
2151	MOTOR FUELS	1,498.58	676.31	1,700	2,100	400	23.5
2152	LUBRICANTS	0.00	0.00	200	400	200	100.0
2302	MTR VEHICLE PARTS, SUPP & ACCE	1,830.16	1,658.77	1,500	2,000	500	33.3
2310	OTHER EQUIP PARTS, SUPP & ACCE	210.28	423.10	100	200	100	100.0
2311	OTHER REPAIR & MAIN SUPPLIES	1,005.22	382.91	150	300	150	100.0
2312	TIRES & REPAIR SUPPLIES	600.00	0.00	600	600	0	0.0
TOTAL FOR OBJECT CATEGORY 20		8,430.30	4,492.71	7,800	9,050	1,250	16.0

OBJECT CATEGORY: 30 OTHER SERVICES & CHARGES

3053	DATA PROCESSING SERVICE	6,322.00	220.00	3,484	10,240	6,756	193.9
3062	EQUIP MAINTENANCE AGREEMENTS	0.00	4,493.60	0	0	0	0.0
3076	OTHER CONTRACTED SERVICES	10,452.20	1,999.95	30,178	50,800	20,622	68.3
3078	COMPUTER SOFTWARE LICENSE	115.43	0.00	500	500	0	0.0
3201	MEALS	0.00	0.00	300	500	200	66.6
3202	LODGING	525.00	269.68	300	500	200	66.6
3208	OTHER TRANS TRVL & SUBSISTENCE	0.00	100.00	100	100	0	0.0
3251	POSTAGE	403.41	410.72	1,200	1,200	0	0.0
3252	TELEPHONE LOCAL	12,854.09	4,502.43	6,500	6,500	0	0.0
3253	TELEPHONE - LONG DISTANCE	123.25	106.64	250	300	50	20.0
3254	PAGING SERVICE	0.00	0.00	1,700	2,600	900	52.9

*R. J. M. D.*

FUND: 011 GENERAL FUND AGENCY: 693 EMERGENCY MANAGEMENT SERVICES

OBJECT	DESCRIPTION	PRIOR YEAR ACTUAL OBLIGATIONS	CURRENT YEAR ACTUAL OBLIGATIONS	BUDGETED AMT FOR CURRENT FISCAL YEAR	REQUESTED AMT FOR FISCAL YEAR 2005	CHANGES BETWEEN CURRENT AND REQUESTED BUDGET	
						AMOUNT	PERCENT
3301	PRINTING	2,205.70	73.07	2,000	2,000	0	0.0
3302	PHOTOCOPYING	136.81	419.40	1,100	1,200	100	9.0
3304	ADVERTISING	0.00	288.06	0	0	0	0.0
3305	FILM PROCESSING	506.50	0.00	200	0	200-	100.0-
3404	MEMBERSHIPS & DUES	30.00	0.00	250	300	50	20.0
3405	BOOKS & SUBSCRIPTIONS	199.95	0.00	100	250	150	150.0
3406	ENROLLMENT FEES & TUITION	652.00	130.00	500	600	100	20.0
3407	LICENSING	0.00	20.00	0	0	0	0.0
3411	CONTINGENCIES	913.09	2,576.66	1,200	1,500	300	25.0
3412	OTHER MISC FEES & SERVICES	10.00	0.00	0	0	0	0.0
3451	PROPERTY INSURANCE	8.00	8.00	10	10	0	0.0
3452	LIABILITY INSURANCE	235.30	382.63	250	250	0	0.0
3453	VEHICLE INSURANCE	1,636.00	2,821.42	2,000	3,760	1,760	88.0
3454	OTHER INSURANCE	0.00	0.00	270	270	0	0.0
3501	ELECTRICITY	4,291.95	2,056.00	4,000	4,400	400	10.0
3551	MOTOR VEHICLE R & M	693.10	676.03	1,400	1,500	100	7.1
3553	OFFICE EQUIPMENT R & M	61.20	335.00	1,000	1,000	0	0.0
3562	EDUCATION & TRAINING EQUIP R&M	0.00	0.00	500	500	0	0.0
3564	COMMUNICATION EQUIPMENT R&M	15.96	0.00	4,000	3,470	530-	13.2-
3566	OTHER EQUIP REPAIRS & MAINTENC	2,237.10	1,048.20	6,500	6,500	0	0.0
3573	WARNING SIRENS REPAIR & MAINT	35,181.16	0.00	24,000	30,000	6,000	25.0
3604	RENT BUILDINGS	11,914.56	6,930.78	13,142	21,361	8,219	62.5
TOTAL FOR OBJECT CATEGORY 30		91,723.76	29,868.27	106,934	152,111	45,177	42.2

OBJECT CATEGORY: 40 CAPITAL OUTLAY

4201	VEHICLES	1,001.00	0.00	0	0	0	0.0
4202	OFFICE EQUIPMENT	396.00	0.00	1,200	1,200	0	0.0
4204	EDUC & TRAINING EQUIP	0.00	0.00	1,000	1,000	0	0.0
4212	COMMUNICATIONS EQUIP	2,021.49	4,034.35	6,670	3,200	3,470-	52.0-
4216	FURNITURE & FIXTURES	369.00	369.00	0	0	0	0.0
4217	OTHER EQUIPMENT	69,953.77	0.00	85,770	135,950	50,180	58.5
4219	COMPUTER EQUIPMENT	0.00	0.00	0	3,000	3,000	100.0
TOTAL FOR OBJECT CATEGORY 40		73,741.26	4,403.35	94,640	144,350	49,710	52.5
TOTAL FOR AGENCY 693		257,594.61	83,288.57	324,560	438,193	113,633	35.0

FUND: 011 GENERAL FUND  
 AGENCY: 693 EMERGENCY MANAGEMENT SERVICES  
 ACTIVITY:

2003 REVENUE	BUDGET AS MODIFIED	* * * * *	* * * * *	* * * * *	* * * * *	* * * * *	* * * * *	* * * * *	* * * * *	* * * * *	* * * * *	* * * * *	* * * * *
		2004	REV THRU	12/31/03	TOTAL EST	REVENUE	ACCOUNT NAME	REVENUE	REVENUE	RECOM	ENDED	ADOPTED	REVENUE
\$75,258	\$78,200	\$3,242	\$3,242	\$0	\$0	\$0	INTERGOVERNMENTAL REVENUE	3584	\$75,000				
\$104,405	\$123,180	\$0	\$0	\$0	\$0	\$0	FEMA EMA REIMB	3656	\$181,596				
\$179,663	\$201,380	\$3,242	\$3,242	\$0	\$0	\$0	JOINT BUDGET CITY OF LINCOLN	TOTL	\$256,596				\$0
							INTERGOVERNMENTAL REVENUE						
							OTHER REVENUE						
							MISC REVENUE	6755	\$0				
							OTHER REVENUE	TOTL	\$0				\$0
\$179,663	\$201,380	\$3,242	\$3,242	\$0	\$0	\$0	TOTAL FOR ORGANIZATION		\$256,596				\$0
\$179,663	\$201,380	\$3,242	\$3,242	\$0	\$0	\$0	TOTAL FOR AGENCY	693	\$256,596				\$0

**LANCASTER COUNTY  
PERSONNEL SUMMARY FORM  
2005 BUDGET**

**FUND:** 011

**AGENCY:** 693

**AGENCY:** EMERGENCY MANAGEMENT

**ORG.:**

ORG	CLASS TITLE	NUMBER OF POSITIONS		PAY RANGE	SALARY AMOUNTS	
		FY04 BUDGETED	FY05 REQUESTED		FY04 BUDGET	FY05 REQUEST
2331	Administrative Aide I	0.75	1		30,000	32,137
7290	Emergency Management Director	1	1		63,211	64,860
	<b>TOTALS</b>	1.75	2		93,211	96,997

BA1611

**LANCASTER COUNTY**

**FUND: 011**  
**AGENCY: 693**  
**ORG.:**

**REQUEST FOR MEMBERSHIPS, SUBSCRIPTIONS, SCHOOLS,  
 CONFERENCES, TRAVEL AND SUBSISTENCE  
 2004 BUDGET**

**AGENCY:** Emergency Management

NAME & POSITION	EXPLANATION & JUSTIFICATION	BUDGET AMOUNT		
		OBJECT CODE #	AMOUNT	
Emergency Management Director	<u>TRAVEL</u> NEB. Association of Emergency Managers NEB. Emergency Management Agency required training Advisory Committee SCAN and NEMA Various Federal/Local conferences and seminars	Meals	3201	500
		Lodging	3202	500
		Fares	3208	100
	<u>BOOKS/SUBSCRIPTIONS</u> FEMA	Books	3405	250
		Registration	3406	600
	<u>DUES</u> Mutual Aid NE. Association of Emergency Managers VOAD International Association of EMA	Dues	3404	300
		TOTAL		2250



**LANCASTER COUNTY  
REQUEST FOR CAPITAL OUTLAY  
2005 BUDGET**

FUND: 011  
 AGENCY: 693  
 ORG.: \_\_\_\_\_

Agency: Emergency Management

OBJECT	ITEM DESCRIPTION	# REQUESTED	NEW = N REP = R	UNIT COST	TOTAL COST	AMOUNT REQUESTED	JUSTIFICATION	
4212	Tone Alert Receivers	10	N	347	3470	3470	Complete County school and offices	
4217	Replacement Sirens within Lancaster County (bid with Schmader Electric)	3	R	27,190	81,570	81,570	10 year replacement schedule	
4217	New Sirens within Lincoln	2	N	27,190	54,380	54,380	Growth of City of Lincoln. None purchased in 04	
4217	Pagers	10	N	147	1470	1470	Replace old pagers	
<b>TOTAL CAPITAL OUTLAY</b>							<b>140,890</b>	

**TOTAL CAPITAL OUTLAY**

*For Request*  
 144,350  
 2,540

**Lincoln-Lancaster County**  
**Department of Emergency Management**  
**Goals and Objectives for 2004-2005**

**GOALS**

- Provide coordination for the process of mitigation to all citizens of Lancaster County
- Maintain a program of continuous disaster preparedness training
- Maintain a position of resource as a coordinating agency between government and private entities involved in responding to interests of public safety
- Maintain a position of resource as a coordinating agency between government and private entities involved in the recovery effort after a major emergency or disaster

**OBJECTIVES**

- Placement of three outdoor warning sirens at state recreation areas within Lancaster County
- Testing the outdoor warning devices on the first Wednesday of each month to ensure the operation thereof is properly maintained
- Update contact list for outdoor warning system at least once during FY 2004-2005
- Provide information relating to the mission and activities of the Department of Emergency Management to public and private schools, businesses and government entities upon request
- Provide ten training opportunities to various groups (both government and private) during FY 2004-2005
  - Disaster drills/exercises
  - Training programs available through NEMA and FEMA
  - Training programs available through various other agencies
- Develop two public information brochures that provide disaster or emergency information or other pertinent information to the general public
- Develop educational materials for children (ie. Brochures, coloring books, stickers, etc.)
- EOC staff to provide forty volunteer hours committed to various special events occurring within Lancaster County
- Conduct seventy-five public information presentations within FY 2004-2005 dealing with various aspects of Emergency Management
- Maintain an open dialog through attendance at various meetings with:
  - Mutual Aid
  - Volunteer Fire Departments within Lancaster County
  - Public Safety Meetings
  - Various Emergency Management professional groups
  - Red Cross
  - VOAD Groups
  - Local Emergency Planning Committee (LEPC)
  - Deputy Directors for Lancaster County
- Provide for twenty hours of in-service training for volunteer EOC staff members:
  - Disaster drills/exercises
  - In-service presentations
  - Training programs available through NEMA, FEMA and ODP

- Maintain current updates of the Department's Operations Manual
- Maintain current updates of the Department's Resource Manual
- Maintain current updates of the Department's Hazard Analysis
- Maintain current updated Local Emergency Operations Plan for Lancaster County prior to date established by NEMA
- Maintain GIS Mapping system within the EOC and the Mobile Command Post
- Maintain availability of the Mobile Command Post for Lancaster County and surrounding area
- Conduct five Community Emergency Response Team (CERT) training sessions within Lancaster County or surrounding area
- Conduct ten Terrorism Awareness training sessions within Lancaster County or surrounding area
- Maintain inventory/availability of the Lancaster County Triage Trailers
- Maintain availability of Lighting Trailer for use by agencies within the County



Terry D Lowe

05/27/2004 03:35 PM

To: Doug A Ahlberg/Notes@Notes, Dave Kroeker/Notes@Notes  
cc: Douglas W Thomas/Notes@Notes  
Subject: DIN911

I think I have good news for everyone on the DIN 911 Calling software. After getting a voice mail back from Dave and hearing the potential time lag between the budget approval process (August) and the obvious need for the software during the current tornado season I called the President of DIN, Mark Toney to seek his advice on our situation. FYI, this is the same company that supplies our InterLinc Desktop Alert software so we have a great relationship with them since we were the first local government to install their product and I.S. continues to be their alpha test site for new software releases. Mark, being sensitive to the 'Heartbreak in Hallam', has graciously offered to letting us install and implement the software now with only a signed contract and defer any payments until the funding becomes available next fiscal year. Doug, I believe you and I both felt that this is a great enhancement to the preparedness network even before the Hallam tragedy and Mark felt almost compelled to give us the software now purely out of a public safety concern, and not go through the entire tornado season with out coverage.

Mark, said he would put a priority on building the database, and along with I.S. we would be ready to implement this product with in one week of a green light from you, Dave and the elected officials. We would get one free production test of 250+ calls, and I would be happy to help coordinated that effort with the village of Firth. I will also coordinate a meeting with Alltel in the testing phase, per the suggestion from Doug Thomas, to make sure that the call load for each exchange/central office is balanced for all parts of Lincoln and Lancaster County. Let me know your wishes and we will make sure all the technical aspects are covered and ready to go. Thanks

Terry D. Lowe  
Systems Project Supervisor  
Information Services Division  
233 S. 10th St. 2nd Flr.  
Lincoln, Ne. 68508-2221

Tel: (402) 441-7113 e-mail: tlowe@lincoln.ne.gov  
Fax: (402) 441-6189 web: lincoln.ne.gov

Annual Cost 19,000