

CITY-COUNTY COMMON

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A G E N D A

CITY-COUNTY SUPER COMMON MEETING

Monday, October 3, 2005 - 8:30 a.m.
Conference Room 113

I. MINUTES

- A. Common Meeting of September 13, 2005

II. PRESENTATIONS

- A. Future Service Limit Scenario - Planning (20 Min)
- B. GIS Presentation - Kent Morgan - Planning (30 Min)
- C. RUTS Update - Roger Figard/Don Thomas - (20 Min)
- D. Proposed Recommendations for ADM Settlement Money - Bruce Dart/Scott Holmes - Health (20 Min)

III. OLD BUSINESS

IV. NEW BUSINESS

V. ADJOURNMENT

CITY-COUNTY SUPER COMMON MEETING

MONDAY, OCTOBER 3, 2005

COUNTY COMMISSIONERS PRESENT: Bob Workman, Common Vice Chair; Bernie Heier, Larry Hudkins, Deb Schorr and Ray Stevens

CITY COUNCIL MEMBERS PRESENT: Patte Newman, Common Chair; Jon Camp, Jonathan Cook (arrived late) Robin Eschliman, Dan Marvin and Ken Svoboda **ABSENT:** Annette McRoy

PLANNING COMMISSIONERS PRESENT: Jon Carlson, Lynn Sunderman, Dick Esseks, Tommy Taylor, Melinda Pearson and Mary Bills Strand **ABSENT:** Gerry Krieser, Gene Carroll

OTHERS PRESENT: Mayor Coleen Seng, Marvin Krout, Steve Henrichsen, Kent Morgan, Mike DeKalb and David Cary, Planning Department; Darrick Rademacher, Civil Design Group; Jim Fries, Plan Graphics, Inc.; Ron Kratzer and Mike Murphy, Lincoln Electric System; Randy Hopkins, Mike Brienzo, Tim Pratt and Virendra Singh, Public Works & Utilities; Don Thomas and Jim Langtry, County Engineering; Anna Stambaugh, Lower-Platte South NRD; Trish Owen, County Clerk's Office; Rob Ogden, County Assessor/Register of Deeds Office; Terry Kathe, Building and Safety; Bruce Dart and Scott Holmes, Lincoln-Lancaster County Health Department; Darl Naumann, Economic Development; Roger Figard, Public Works; Coby Mach, LIBA; Kerry Eagan and Gwen Thorpe, County Board Office; Don Wesely and Mary Meyer, County Board/City Council Clerk

Chair Patte Newman brought the meeting to order. Introductions were made by those attending.

Future Service Limit Scenario

Krout introduced Jon Carlson, Chair of City-County Planning Commission. He then gave an update on the Comprehensive Plan, stating the Planning Commission has been involved from the beginning. He considers there are a few minor updates but did not feel it necessary to create a new task force. The Comprehensive Plan and Long Range Transportation Plan, required as a condition for receiving Federal Highway funds, are updated every five years with a 20 year planning horizon. The current Plan needs to be extended to 2030. The Planning Commission went through growth assumptions and projections and made working changes. While no amendments to the Plan are needed now an overall update is scheduled for next year. Krout noted staff spent time with County Villages and Cities to understand their plans so they can be incorporated into the next version of the Comp Plan.

It was noted the Planning Commission adopted the Future Service Limit Area Map for 2030;

- Purpose is filling in map for Lincoln's urbanized area in 2030 with pattern of land uses.
- After public and community hearings will ask the Planning Commission to adopt the working land use map.
- The map will be the source for numbers of when and how we expect the population, and employment, to be headed by 2030.
- Have a projection of traffic impact and after looking at transportation alternatives will modify plan for harmony between land use and transportation.
- Looking at community facilities. By 2020, or sooner, realize a need for a Southwest treatment plant. Not too soon to think of acquiring land and planning. Expect plant to be part of the Comp Plan Update in the upcoming months.

With regard to Future Service Area maps, staff developed three different scenarios on how the City of Lincoln might grow. (See Attachment A. Note: The black and white version emphasizes today versus the 2030 draft.)

- The 2030 version could fit within the 2025 limit with no expansion.

- To maintain competition and realizing demands of the marketplace looking for relatively inexpensive expansion areas between now and 2030.
- Area are basically northwest, Highway 34, northwest 40th, 48th Street area north of Arnold Heights. Smaller areas in west and southwest Lincoln, including I-80 west, 8th Street and Old Cheney to the west.
- To the north, expansion north of I-80 at Highway 77, and northeast along Cornhusker Highway. Area including/surrounding Novartis and Garner Industries.
- Additionally, staff projections include the buy-up of land for employment.
 - Believe good in terms of typical users of land under 50 acres.
 - Can find land for the mega industrial warehouse users who are growing opportunities.
 - Created the term, Large Employment Opportunity Areas, as we couldn't afford to supply infrastructure to all areas. Not technically in the future service areas but the City would have sites pre-engineered, know cost, services necessary, and have a financial strategy, which might include lighting and possible use of TAPS increment financing to open an area when a user arrives and requests a large site.

Mistakes have been made by opening up areas speculatively to development with the promise of a primary employer but overtime area turned into uses which could occur in areas inside the service limit.

On map, staff identified expansion areas beyond service limits, northeast beyond Novartis and Gardner; northwest, north of Highway 34; south of the South Beltway; and across 27th Street. Also western sections of land north of I-80 and west of Highway 77 as rising suns (expansion). At the Planning Commission hearing people wanted to extend the service limit into area identified as rising sun rather than service limits. Two areas amended from the working plan, one between 40th and 56th Streets, north of I-80. The western area has obstacles in terms of cost and environmental issues and working with applicants to look at, and possibly resolve these issues. Planning Commission took the step to examine a blighted area in the section, and thought if blighted should be considered as part of the service area. The area, around intersection of Highway 34 and Northwest 40th, had expansion which went north of Highway 34. A convenient store is being relocated from the southside of Highway 34 to the northside, and owners indicated they would like to move north if infrastructure is made available. The Planning Commission approved this working draft with these two amendments. Now taking map and trying to establish a land use pattern, and will bring back to the Planning Commission to review, discuss, and have public hearings later this month.

Carlson stated the process has been smooth with an aggressive time line. Had a public meeting at the Auld Center. Showed thee different drafts, scenarios, which might have been confusing. Had two working sessions with Planning Commission on drafts, strengths and weaknesses. Also held a public hearing on draft proposal and 4 people showed to speak, which was taken as a good sign that people are in general agreement and staff has been doing educational work in the business and development communities.

Marvin asked if they did different cost benefit analysis to determine growth optimally? Carlson replied the process is to come up with a draft map, put numbers on, and revisit when we come back to actually do the land use portion. Marvin asked if the additions on the Planning Commission vote last week will come forward to the City Council for review and either approval or denial? Krout stated eventually, but now it's a working draft. The next step, looking at land use and transportation will probably be fall of '06 in terms of having the entire Comprehensive Plan back. Use the common meetings mainly for updates. In November we'll talk about land use. This forum is used to get input, and concerns, from the City Council, County Board, and Mayor on the working document. Will come back before the City Council but now open for amending the service areas, add/subtract rising suns, change/add a new concept, and possibly change land uses. We narrow in on likely scenario and then push/ pull. Attention given to the cost of infrastructure as we looked at the three scenarios for the most efficient growth. One problem is an area maybe desirable in terms of sewer capacity, but may have road or highway implications. Example is the Stevens Creek area, we'd have to worry about building an East Beltway much sooner than if we had growth that was more censored.

years? Krout responded there have been suggestions employment could go further up the corridor. In map three it mostly concentrates in the Stevens Creek area, with more emphasis between Lincoln and Waverly. Could be a rising sun which goes further northeast. Eventually think boundary between Lincoln and Waverly should be in the area of the East Beltway and I-80, part of Lincoln someday. It is a separate drainage area which does involve another sewer pump, and separate drainage area to serve the area closer to interchange of I-80 and the East Beltway. Another scenario is more aggressive with the corridor and claiming more for the future. The Planning Commission will consider with the working draft. Need to take the rising suns, do a scenario all developed, and what it means in terms of infrastructure.

Svoboda brought up the potential for a southwest treatment plant. In the 25 year plan doesn't see a lot of proposed growth in the southwest area. Assume quite expensive to bring on a new treatment plant but not showing an extended service area for this area. Krout answered it has a lot of implications beyond just the southwest area. Implications are for growth in the south, west and northwest areas.

Henrichsen stated it's generally south of Pioneers Park, west of Wilderness Park. This region might do a southwest plant, picking up drainage, sewer service from the southside of Salt Creek down the South Beltway. Probably picking up the Caldwell Branch, and possibly Beal Sough. Would free up thousands of acres of treatment capacity at the Theresa Street plant, allowing them to have more development to the west, the northwest, all of the drainage basins which go into the Theresa Street Plant. Have shown development in the southwest, acreage developments along West Denton Road. This plant probably wouldn't be needed for 15/20 years but makes sense to start talking as it gives us the flexibility long term, not only south and southwest, but also west and northwest.

Carlson stated almost have to combine the two maps. The color map shows additions which are adding onto the existing plan. Black and white map shows a lot of potential in the southwest and south areas. Trying to work around an acreage section, the yellow part. Appreciates the process of coming in early and saying, here is where we are, what we think, let us know where we're at or off base and keep communication going back and forth.

Minutes Approved

Chair Newman called the minutes of September 13, 2005 for approval. Heier made a motion for the minutes of the City-Council Common Meeting of September 13, 2005 be approved. Seconded by Marvin. Approved by unanimous consent of Common Members.

GIS Presentation

Planning is very excited about is the Geographic Information System (GIS). Introductions made of committee members and consultant. Morgan gave history of GIS: Began with County Engineer, City Public Works and Utilities developing electronic data base in late 1980's, using technologies, GPS, and land surveying. Was the foundation. Early 1990's County Assessor and Planning Department became more involved creating a comprehensive land base for the county, all 864 sections. Working with them had a foundation upon which to develop the GIS. At first were not on a network but changed in the mid-1990's with introduction of a network centralized server, Information Services, making it possible everyone could connect and additional departments came on line. Departments began using GIS, primarily as it has a centralized network they could access and technology available to them. Morgan conveyed in 1999 an interlocal agreement was signed by the City and County, basically establishing this committee. The search of the committee focused on bringing together issues, people with concerns, and then had oversight with GIS making sure all items were coordinated, working together and sharing information. Information is integrated. Layer upon layer between departments and all layers integrated.

Basically there is a core of eight (8) departments working very closely, meeting approximately every week to talk about issues, resolve issues, or set up core teams to work through. Every city or county department can use GIS information. Well over 28 departments in the City currently have access or are actively using GIS information.

Morgan explained GIS is used extensively to identify infrastructure needs, including use by CIP, NRD and on a large scale in general planning. Copious use for growth and development and was first used for the 1994

Comprehensive Plan. Other departments with extensive use include: Engineering and Public Works, Economic Development, Codes, Emergency Services, 911, County Assessor, Law Enforcement, IMS (Interactive Map Service). We receive thousands of hits on IMS yearly, and can do special renderings such as flood damage, and Information Services, mostly as support. Morgan said through discussions and workshops, department heads and staff have identified key implementation issues. One is need for a master plan. Have hired Plan Graphics to do the master plan work. Morgan then introduced Jim Fries, Consultant from Plan Graphics, Inc.

Fries stated Plan Graphics is based in Frankfurt, Kentucky, since 1979, with offices around the country and internationally. Have approximately 1500 clients and have done an estimated 5,000 discreet projects. The focus is helping clients use locational and geographic information. Taking GIS and integrating with mainstream IT systems. The primary client base is local state government but work for federal agencies, private businesses and internationally. Did go through a very structured process putting together the master plan for Lincoln and Lancaster County. The process was specifically designed to produce broad participation by all city and county agencies. Some are obvious and others department not as obvious. All agencies use GIS information as part of their daily work. Met with a total of 20/25 agencies as part of interview process. GIS coordination history is really a credit and benefit to Lancaster County and Lincoln. Have had a very effective partnership of agencies developing the technology, considering all have full time responsibilities beyond GIS. A credit to individuals who work for the city, county, and regional agencies who have been involved.

Fries stated the present GIS environment has grown increasing complex. Complex from an organizational, data and technology standpoint. There is much more data, large amounts including imaging, aerial photography, utility infrastructure, crime analysis. Also new users and uses, such as the Health Department to try to recognize disease outbreaks. Morgan explained there have been visioning sessions which led to the selection of Plan Graphics to develop the GIS master plan. Very straight forward goals for the master plan development projects:

- Provide exemplary model for future city county GIS operations incorporating the best practices from around the country.
- Identify a supportive organization for increased coordination that's effective, including cost effectiveness and creativity.
- Need to increase involvement by other government agencies and organizations, as well as the private sector. GIS is used broadly by the private sector which is a benefit as their costs are reduced by having the base information to start with. Helps government agencies as there is consistency across all the data.

There are keys issues, or needs, affecting the implementation.

- Expanded collaboration.
- Do some data reconciliation and integration. Different data sets were developed by agencies and need to be merged so all agencies are using the same basic information.
- Opportunities to create efficiencies, cost economies, through work flow process adjustment.
- Increase in the public's expectation for access to information. The public expects to be able to go on line and access information as a part of electronic government initiatives, and in turn conduct their business.

These expectations create important challenges for data security and accessibility, in terms of technology and protecting information in our environment. Data has to be accurate, of suitable quality, timely, positionally correct. Also need for staff development to support these expectations.

Fries continued with clear recommendations.

- Create a position and hire a full time, dedicated GIS Coordinator, Program Coordinator.
- Secondly, create a unified land base used by all agencies. There is a history of developing different data sets, recommend these be merged into a single, unified land base used by government and private agencies.
- Another responsibility would be to identify and pursue additional sources of funding.

Laid out a relatively aggressive, but reasonable, schedule over the next 18 months to implement recommendations from the master plan. First 12 months initial activities are primarily institutional or organizational. Focus on an interlocal agreement and have policies under which the organization will operate. Hiring Coordinator. Developing

standards and making adjustments in the work flow process ensuring efficiencies. Beyond 12 months, focus on technology adjustment. Developing a data base management environment all entities can participate in. May be need for additional staff, or programming, to develop applications to support the 20/25 agencies in the future, but would be down the road. Svoboda asked for best estimate on what a GIS Program Coordinator would cost and if they need support staff? Fries responded there is no recommendation for support staff. A qualified GIS Program Coordinator should have primarily organizational skills, to be able to work with all parties and ensure that they're working cooperatively in a common direction. Also, technology skills. Could range from \$40,000 to \$60,000 a year. (**Attachment B**) (Received October 6, 2005 - Correction)

Svoboda asked if they typically work out of an IS System? Morgan said they've discussed various options and the person would report to the core group. The initial recommendation is the person be housed in Planning. Planning would have day to day oversight, but really would be reporting to the whole body. Fries added they have not recommended a centralized GIS office be created. Thinks the distributed approach in place works, just need someone to coordinate across the agencies.

Hudkins stated about 1989 we became aware there were two different platforms for GIS. One each for the City and County. We harmonized so they could both work across each other. Your recommendation is to go to a single source. Did you identify a single source in your deliberations? Fries said the good news from the technology environment is improved operation ability between different systems. Certainly, the ESRI software suite is the main software used by most of the agencies, however a number of engineering agencies use computer rated drawing programs, and have the ability to exchange data between those and the more mainstream GIS programs. Really no need to have a single source of software, but recommended the data base design that occurs in months 12 through 18 support all software types.

Schorr referenced the private sectors increasing use, plus their ability for cost savings, and asked if there would there be an advantage to having a private business person on the GIS Committee? Fries stated he knows the individual committee members interact frequently with the private sector, but doesn't see a problem.

Morgan said another committee, Government Access Information Committee (GAIC) has a number of private sector people are on this committee. They look at the broad issue of governmental information, not just GIS information. So have interaction on that basis, as well as on a daily basis working with developers and engineers, etc., getting input from the private sector. The GAIC sort of filters things down to the other groups. Schorr asked if the GAIC is just one of the things they look at? Morgan agreed, GIS is one of a number of satellite groups.

Newman stated we now have a wonderful system, communicating very well between departments. How are we doing compared to some of your other clients? Fries answered incredibly well. Has clients who are successful cooperating and have dysfunctional clients for comparable communities, who don't share information. Here it's incredibly successful which is a credit to individuals involved and their ability to work together.

RUTS Update

Thomas offered to answer questions. Stevens said the RUTS Program was basically something Thomas and Figard talked about and came up with common design standards. Could we adopt rapidly as part of an interlocal agreement? An agreement between the city engineer and county engineer on how we would like to construct roads in the future? An interlocal, without regards to funding, just to adopt the design standards? Thomas said yes, but could save a step. Started on 98th Street. Budgeted for engineering on 98th and accordingly to looking at a RUTS design. In the works. Stevens asked if it's a hand shake agreement to which Thomas answered yes.

Hudkins said we're aware of, and appreciate, this relationship. Just because we did not move forth with JPA (Joint

Public Agency) designation everyone who testified last week said they favored the RUTS Program. Believe all 5 County Commissioners favor RUTS, whose concept makes a lot of sense to the community. The County Board has scheduled a two hour session to assess where we're at and where we're going. Hopefully can find funding for our

half. Over the last several years, with the decrease in State aid, feel we've sometimes balanced our budget on the county engineers backs. Need to be doing four to five miles of blacktop a year and we're down to one-half mile this year. Not only have we not increased funds to keep up with inflation, but the cost of doing roads has inflated due to cost of energy. Need to reassess and find the vehicle to fund this worthwhile program.

Newman asked how quickly this can move forward. Funding aside, if concept not approved by both parties thought it had to go to the State to move forward. Immediately operational? Figard answered it's two totally separate pieces. The RUTS Program is a design concept Thomas, Figard and the community created. Came out in structure financing. Thinks we could move ahead and sign an interlocal agreement laying out design perimeters and considerations. JPA is separate. Came up as how to fund if specific funding was to be set aside for RUTS activity. Could bring forward an interlocal without the JPA. The predicament would be all potential projects would compete for priority money out of the rest of engineering's program. Do not have those built into our programs now. The interlocal could go ahead, fairly quickly, with only a few things to work out. The anxiety is if the interlocal is approved you have committed us but have not given us the resources to do it. And year to year wouldn't know.

Marvin stated at the Joint Omaha Lincoln Meeting one of the former Omaha Public Works directors, now a City Council member, was asked how do you move out to the county and interface with county roads? His response was, when you figure that out you'll be king. Marvin thought we had that figured out, and believe you still have it figured out, but thought the vote last week was not a funding vote, but more a political apparatus on how we do this. Clarity on the vote? We weren't deciding on dollars, we were deciding on a cooperative agreement.

Thomas added the creation of an agency for funding would come at a future date. Marvin had the impression the vote was for creating an entity to work together, not answering the question of funding.

Workman said the creation of a JPA was for one reason, to allow for the taxation of vehicles in the county. Marvin disagreed. Workman said it may also have been for a gas tax, but a JPA is not required if you fund this program with other means, not a wheel tax, or a gas tax. Pointed out there was a hold on the wheel tax idea for the County at the last meeting, but is part of the discussion tomorrow. Did the City approve the idea of increasing the wheel tax in the City to fund their half? Was there a formal vote on increasing wheel tax by five dollars? Marvin answered no. Camp said they were looking at first having each body approve the JPA, and second would be funding. Thinks there's a presumption, or assumption, that we did follow through with the funding vote.

Eschliman said perhaps some of the towns around the county do not see as a benefit. One of the biggest opponents to the wheel tax is Waverly, but they were the biggest beneficiary from Economic Development. Wondering if we could discuss further benefits to the county and how some of the principles of RUTS have been used. Discuss the roads, funding for roads, and the work with Waverly and Hickman? How RUTS could benefit those communities if we were able to come to an agreement?

Naumann said this is a small part of the RUTS Program. When the Waverly project came up one of the sales points for Tractor Supply was they were looking at this site as opposed to West "O" Street. The infrastructure could be brought to the Waverly site quicker, and East Beltway interchange was a huge sales point. Everyone knows through the entire time we had to put into place the interchange for the East Beltway. Wasn't planned but hadn't purchased the right-of-way or invested anything to actually put into place. Suppose the RUTS Program could be an advantage there, to purchase the right-of-way, doing things in advance. And when things come up it isn't a surprise. We have had people talking about locations on the East Beltway. Years ago being on the edge was being on 84th. Being on the edge today, they're talking about the East Beltway.

Svoboda stated it doesn't seem likely to have a JPA without funding it. When reading the agreement there's nothing

that talks about funding. Has a copy of a very strongly worded letter from Chair Hudkins, mid-June, suggesting we move quickly. Suggested the extension of the wheel tax be on the city limits contribution to the proceeds of the JPA. Now four months later we're talking about different means of funding. Do understand the Commissioners took hits

on the wheel tax but could there be a way to appease the county towns, showing some financial benefit from a wheel tax, even if it were paired back slightly? So they would actually have some inner-city usages as well based on the size of their population?

For clarification Hudkins conveyed one part overlooked was the first proposal taken to the Mayor's office to fund the RUTS Program half and half. Talked about a million and a half dollars from property tax. At that time the City Council said the budget wouldn't allow. Within 30 days the County realized they were in financial trouble and looked at alternate sources and creating a JPA which sounded like a vehicle to use. Didn't agree to a wheel tax, but would look at it. The Board has been pursuing a fuel tax, or a form of reallocation of the fuel tax. Hoped it might be a vehicle to fund RUTS. Has a County Attorney's opinion stating we can go ahead and fund the RUTS Program without the creation of a JPA. Might be something we would consider.

Hudkins continued saying it's just not Waverly, all the communities have virtually said they're very concerned. In testimony, when it was brought out that 98th Street would be a candidate for the RUTS Program, they felt it would help within Lincoln but yet no provisions for the villages. We need to address. We may have big holes to fund but consider if the wheel tax is the best place for Lincoln to come up with their half of a million and a half. Thinks the Board is committed to finding a way to fund their half. Make the decision of what works best for the City Council and we'll do our most diligent service to fund our half. The wheel tax is problematic as it's a \$5.00 increase per vehicle, for city people, but a \$49.00 increase for rural area people. The hearing brought out more information regarding antique cars, farm trucks, plus the age old problem of if it's between the city limits and outside of the city limits it becomes a problem of county line. In Lancaster County, and outside, have many people just a mile outside the county borders resisting. Their employment is Lincoln and they wouldn't pay the wheel tax.

Workman answered Svoboda's question saying they heard at Tuesday's hearing no new tax. When the Board asked the City Council to respond quickly on RUTS it was the assumption we were asking you to determine the funding for your half. Wanted the City Council to come back with thinking of raising the wheel tax \$5.00 per car, which would be appropriate and their half. Apparently this has not been a discussion. For the Board's half, have looked at the county \$49.00 wheel tax, which didn't go over. Will propose to look at RTSD funds as a way to reallocate funds to the Board's half. In 1991 RTSD was collecting \$859,000 a year from the taxpayer, next year will collect four point one million dollars. Will propose we take a penny, still under our fifteen cent lid, which would not increase taxes. One cent from RTSD would give RUTS one point five million. It would leave RTSD with two point eight million. Seven years ago reviewing the RTSD budget, that was projected every year for gross revenue. Will propose and hopes the City Council continues to look at their funding possibility. Thought they were considering the \$5.00 per car wheel tax. Fine if you continue to do that but you need to have a hearing on it, the taxpayers too.

Stevens said the \$5.00 city wheel tax should be immaterial to what the County does. Talking about a funding requirement and how each body raises the funds. Thinks the JPA gave the broadest latitude under which to examine alternatives, even if we didn't use, and narrowed in on property tax, or RTSD, or whatever mechanism. Don't exclude any options at this point, no matter how unpalatable to some. The other is the resolution which was merely a request to the State of Nebraska saying we think there exists a need for a JPA, may we proceed with establishing one? Did not establish a JPA, but asking for permission to continue. Hadn't really committed to anything at that point. In terms of the Board pursuing a fuel tax, doesn't think the Board has discussed as far as the Legislative agenda. On list last year, but have not discussed the Legislative agenda for this year. Discussed issues, but establishing priorities, or what we hope to accomplish in the Legislature next session, hasn't been part of discussions. And, twenty days ago the Mayor of Waverly said he didn't want a East Beltway. We've tried to establish an interchange which would be protected, basically serving northeast Lincoln and Waverly, but he didn't want an East Beltway where it's proposed. Wanted it farther east. Believes we're getting mixed messages from that part of the county.

Camp appreciates the County efforts and hopes in this process we could get away from what is a cousin of nemesis. Seems throughout the initial question of Waverly we're starting with the Villages and losing sight of the whole picture, which is an economically sound, future looking proposal. Have the cooperative spirit but if we get into a

situation where we'll buy off different opinions, different groups, we've hurt ourselves. We're a county together, let's work like a county. Challenge the villages and communities to work this way. Believes that's what Darl Naumann's been doing, worked together to get Tractor Supply in Waverly. Was a county-wide effort, wasn't Lincoln versus Waverly. He wants to see this stressed going forward.

Marvin thought we had a 50-50 sharing arrangement meaning City taxpayers fund 50 percent, and County taxpayers cover 50 percent. That's 50-50. Thinks if we go with a broad base property tax, like Workman is talking about, the City taxpayers covering 50 percent and then covering 85 percent of the other 50. Means City taxpayers fund 93 percent of paying for County roads. Not fair. Doesn't think that was the agreement. Agreement was 50-50. Taxpayers in the County cover half. Came together as a group and we'll have public hearings, meet together as a City Council, and come up with a plan to tax people the way the community feels best. Reiterated he doesn't think fair for the County to take their half and then suddenly dump 85 percent of that cost on city taxpayers.

Workman said Marvin is absolutely right. If that plan comes forth, 85 percent would be captured by the City, and 15 by the County. County residents are looking at the fact we've got a special deal with Lincoln to tax them to fix city roads. Whether you buy into that argument, or not, when living in the County it's kind of how you see things. It's what makes this so difficult. Always saying we've got to be fair and equal, we will never be fair and equal. Look at the amount of Human Services supplied in the City of Lincoln, maybe 30 million dollars a year, county residents are supplying a large part and getting benefit, but not as much benefit as the city. Hope we come to agreement and the City can approve \$5.00 increase in wheel tax without a JPA. Marvin wanted to emphasize the sharing agreement was 50-50. What's being proposed today is more like a 93-7. Totally different.

Svoboda said the third paragraph of June 16th letter says the County Board is ready to move forward expeditiously to create the JPA, then talks about the funding. Svoboda recognized comments about Waverly not wanting the East Beltway, but doesn't remember Waverly saying that. But now, with identified corridors, have a worry over that as well. One concern as we move forward with a funding mechanism is we may hear from the general public saying they don't want \$5.00. Have heard they're considerably overtaxed now on the wheel tax. May decide our million and a half is going to be earmarked from another form. One thing, which both Stevens and Workman said, in regards to the possible funding of a fuel tax, is they think we all have to work very closely. Believe we need to get Omaha, Douglas, Sarpy, Lincoln-Lancaster County together and to our State representatives, and start figuring out how to the rural Senators. Decide on our focus, possibly an increase in the fuel tax, or re-distribution. Thinks we should work very closely, otherwise dead in the water. Might be our one single source of revenue for all of it.

Schorr said a reason she supported the JPA last Tuesday was the fact it's instituted the governing bodies for this project, and we need to do everything possible to encourage the city and county engineers to continue to work together. Using the RTSD model, have an excellent balance between city projects and county projects, with regards to distribution of those funds. But do want to hear from both the city engineer, talking about the RTSD proposal, and to hear from the county engineer, because he has continually told us that while he supports increase in the fuel tax it would just get him back to where he was several years ago. So allocating an increase in the fuel tax back to the RUTS Project wouldn't help in long-term paving needs. Need to hear from both on those conditions.

Figard said from an RTSD standpoint would hope tomorrow to have a new cash flow diagram, showing taking a cent out. Have to assume talking about reducing the levy, as one can't take RTSD money and move it somewhere else. Workman agreed. Want to show the Board what would happen to the projects currently funded. The delay or inability to do projects if we reduce the levy. He thinks we have more than enough viaduct type projects in the long-range plan for the county to continue to use every dime the current RTSD levy has. As executive director, and working with Thomas, said it wouldn't be his first choice. But should be able to say tomorrow what will happen to specifically southwest 40th and Hickman viaduct if you do that. Thomas agreed, stated he testified for three years

trying to get the paving program back up. This is now the third year in a row that we're going to have no paving program, period.

Mayor Seng stated she was disappointed with what happened at the County Board meeting and believes having a City County Commons Meeting helps a great deal with communication. The RUTS idea came from trying to figure out how to fund future transportation routes in the community. A good effort to work on is having a joint agency. We'll take care of the JPA and then go to work on the finances.

Hudkins responded the strengths in Lincoln and Lancaster County have been through interlocal agreements. Have 26/27 interlocal agreements. The reason for the 2-2 deadlock was because Commissioner Heier couldn't participate in the vote as the resolution named the East By-Pass as well as the formation of the JPA for funding of RUTS. Maybe we can handle through an interlocal agreement. For the RUTS Program, may have to look at other funding and may have to split the issue so that we can handle the funding for processes on the East By-Pass. As everyone knows in the 11th hour we had two concentric circles, a one mile circle around Waverly and a three mile circle around Lincoln, and when it came down to Tractor Supply still needing a road Lancaster County came up with \$200,000 to make that work. We're very much working together and whatever is good for Lincoln is good for Lancaster County. We'll find a way to fund the RUTS Program, but the creating of a JPA is not essential to making the RUTS Program go. A lot of individuals have said be careful about creating a new agency and the incumbent taxing ability of that agency.

Figard wanted everyone to understand that RUTS is not the East Beltway, and if an interlocal is brought forward on RUTS it does not take care of the East Beltway. Funding RUTS does not necessarily take care of the East Beltway.

Proposed Recommendations for ADM Settlement Money

Dart said four years ago the Department of Justice and EPA notified us of an air quality violation from RTM Midlands Plant, in Lancaster County. After we worked collectively with RTM, and City and County Health Departments to reach a settlement agreement of \$61,000 coming to Lancaster County. After agreement we asked the County Attorney for an opinion as to whether those funds could be used by the Health Department, or would they have to be given to the school fund? The County Attorney issued an opinion last June indicating the funds should be used by the Health Department. We recognize it as a collective effort to reach agreement and that the funds could be equally deposited in the City General Fund and the County General Fund. Today we're asking if we could use those dollars in a Title V Air Quality Program, since the settlement was due to air quality violations.

Homes said the Air Pollution Advisory Board and Board of Health have supported funding three main items. First would be particulate monitoring. We do particulate monitoring but do not have capabilities of doing continuous monitoring which is important for monitoring air pollution in Lancaster County. Second item is updating/buying new software, allowing us to do modeling of air pollution. This programming is critical making sure we can issue permits to new industries and work with the transportation system. Third is how to spend the \$11,000 left over. A recommendation has been to purchase, as part of our replacement, a hybrid vehicle. The small portion remaining would then potentially be used to assist families with asthma, providing some resources to use reducing the likelihood of asthma exasperations in their children and some case follow up work already in place.

Hudkins said, as Chair, the Board of Health has reviewed and thinks the Air Pollution Advisory Committee and staff have come forth with worthwhile recommendations. The price of a hybrid car has come down significantly. The mobile monitoring equipment makes sense as we were looking at the stationery area and we've seen high impact areas, such as 27th and 48th and "O", it makes sense to have this type of equipment to monitor. Svoboda asked if there is a question of process. Do we, as individual bodies, make a formal motion to earmark the money?

Marvin asked about the recommendation for money to be spent on people with asthma? Homes answered it would

probably be \$4,000 to \$5,000, or nothing depending on the cost of the monitoring equipment. The proposal for asthma was to basically buy hard goods relative to helping prevent asthma in homes. An example would be heppa furnace filtration, or heppa vacuums, which could be purchased. Improving the air cleaning can have significant reductions in children having exasperations and having to go to the emergency room. Dart said they chose asthma

as both adult and children asthma rates continue to climb and dollars to intervene are going down.

Schorr asked if recommendations were presented in priority order? Dart replied yes and thinks they have budgeted the money indicated to purchase equipment for case management. Stevens asked if the \$61,000 was equally split between the City and County? Homes replied yes on the recommendation of the County Attorney. Stevens stated we do not fund the Health Department on a 50-50 basis. Holmes said in air pollution funding it's 50-50, has been an interlocal for years.

Schorr asked for explanation of the hybrid car use. Holmes replied staff inspections for air quality throughout the county. Schorr questioned the staff needs a hybrid car for kids with asthma? Holmes answered the violations were outdoor air quality, and there's no direct association to make between violations and asthma. Basically asking if there is some left over money to use for something that we can't directly associate with outdoor quality. The other aspects of what we propose are directly related to air quality, which is what the violations were.

Camp stated his concern with buying another vehicle. Holmes said they have a vehicle which needs to be replaced with 80,000 plus miles. On replacement the amount of funds budgeted would not purchase a hybrid vehicle. Asking to use the additional \$2,000 to replace with a hybrid. Dart added that instead of coming at budget time and asking to replace a vehicle, found these alternative dollars. Camp responded we should try to get more mileage out of equipment. Thinks more fiscal responsibility and prudence should be shown in that area..

Holmes said everyone's welcome to look at the fleet. This would allow to move another car to a different program. Would get rid of a 1987 Cavalier with 100,000 plus miles which has rust all the way on the sides.

Svoboda moved that the Lincoln City Council earmark their portion of the ADM settlement to the Air Quality Division of the Lincoln-Lancaster County Health Department; seconded by Newman. Roll call vote. Ayes: Cook, Eschliman, Camp, Newman and Svoboda. Nays: Marvin. Motion passed 5-1.

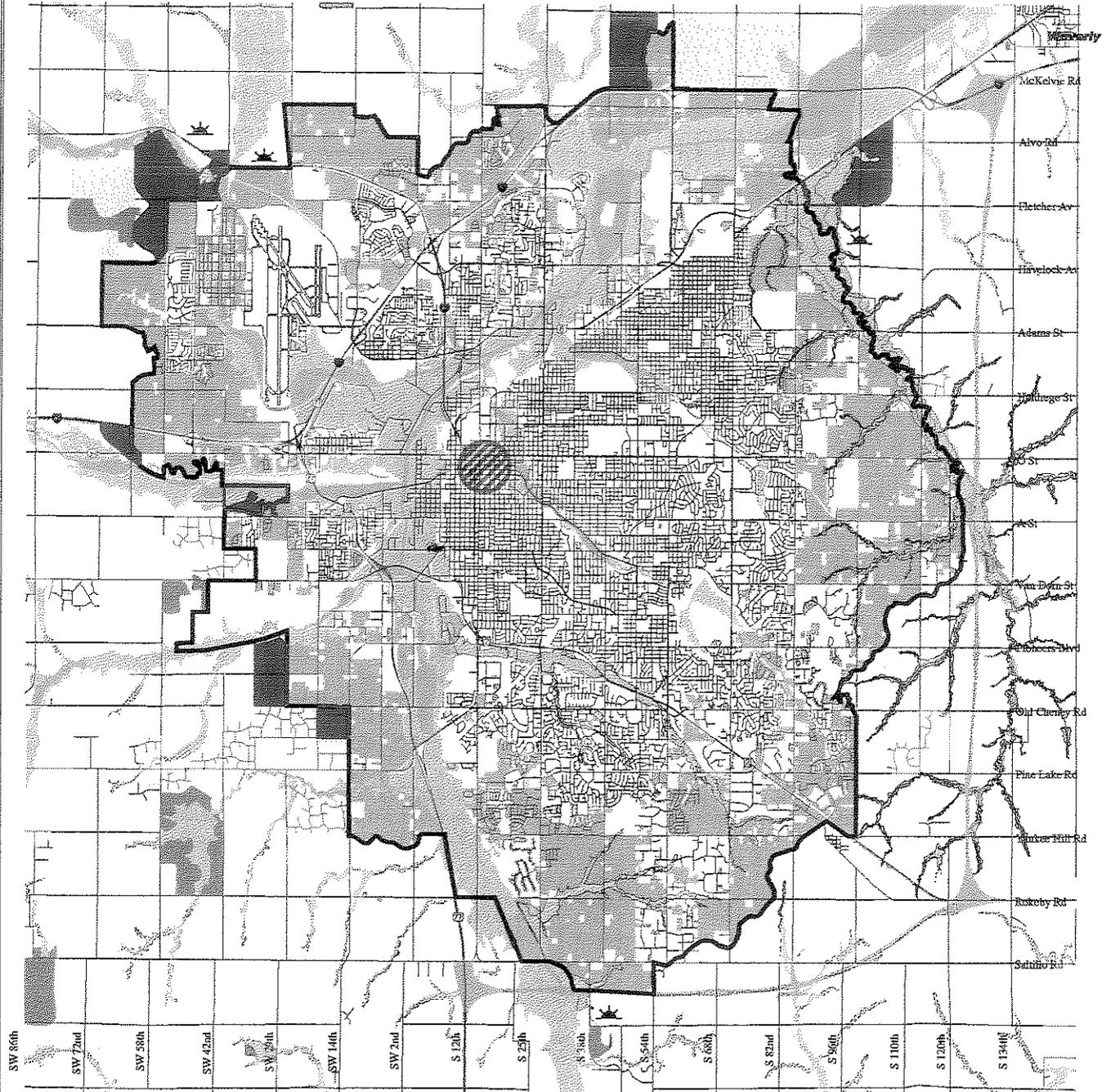
Hudkins said the Board would place on agenda and vote at a regular Board meeting. Schorr requested it be added to the Thursday staff agenda to approve quickly as well.

Newman asked any old business? New business?

Motion to adjourn made by Stevens, seconded by Hudkins. By accumulation meeting adjourned at 10:12 a.m.

Submitted by,
Mary Meyer, Clerk

PLANNING COMMISSION WORKING - 2030 FUTURE SERVICE LIMIT



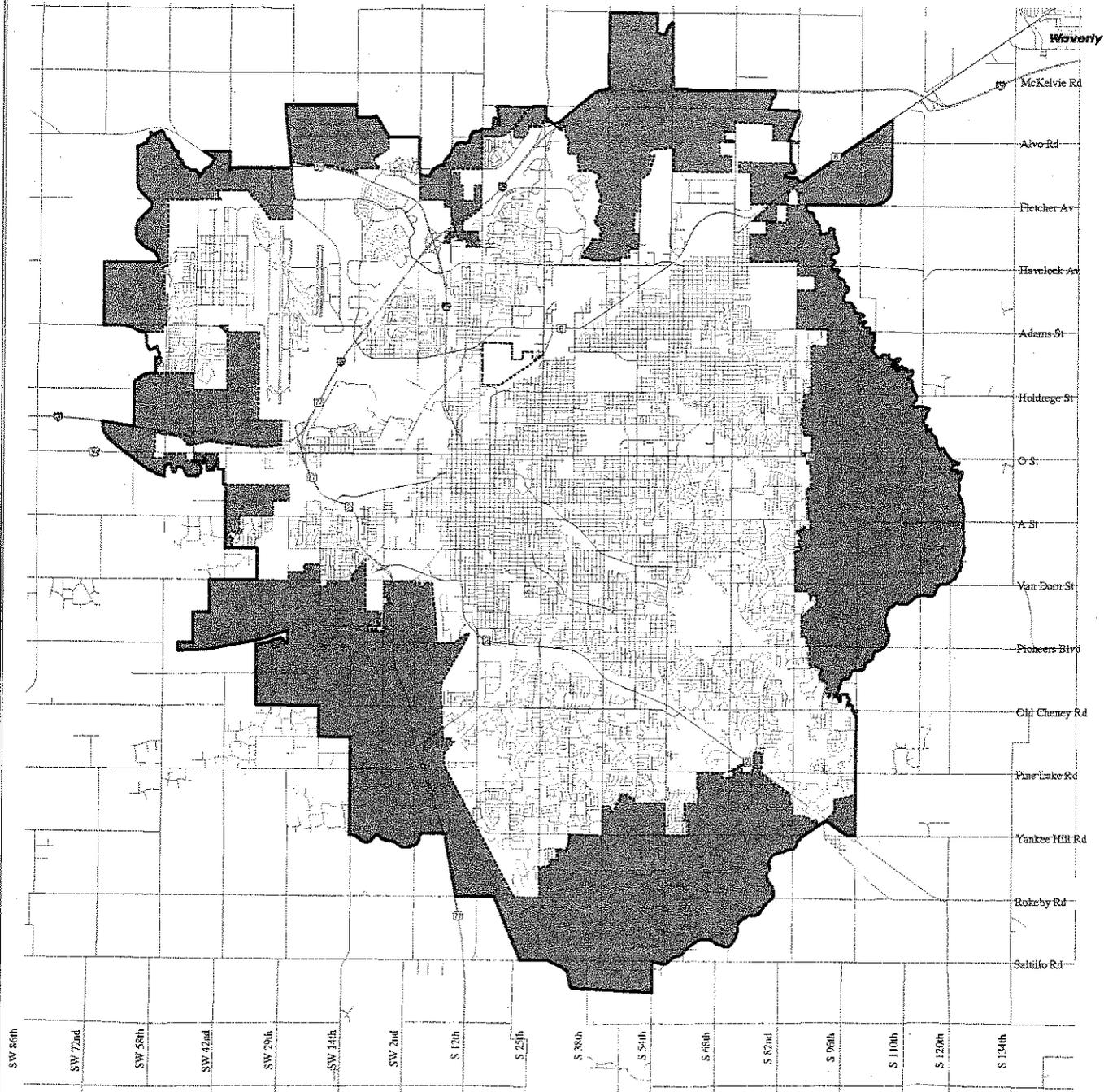
LEGEND

- | | |
|---|--|
| Existing Future Service Limit | Future Land Use |
| Vacant and Agricultural Land | Residential Low Density |
| 100 Year Floodplain / Flood Prone Areas | Environmental Resources |
| Floodway | Public / Semi Public |
| Recommended Additions to Future Service Limit | Potential Large Employer Opportunity Areas |

September 28, 2005



PLANNING COMMISSION WORKING - 2030 FUTURE SERVICE LIMIT



LEGEND

- Existing City Limits
- 2030 Future Service Limit
- Area Outside Existing City Limits and Inside 2030 Future Service Limit



MEMORANDUM

TO: City-County Common

FROM: Kent Morgan, City-County Planning
(On Behalf of City-County GIS Administrative Staff Members)

SUBJECT: GIS Program Coordinator Position - Correcting the Record

DATE: October 6, 2005

COPIES: Doug Thomas (IS), Tim Pratt (PW&U), Jim Langtry (County Engineer's), Rob Ogden (County Assessor's), Mike Murphy (LES), Anna Stambaugh (LPSNRD), Terry Kathe (B&S), County Board Office, City Council Office, City-County Personnel Department

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OCT 07 2005

LANCASTER COUNTY
BOARD

During the question-and-answer period of the October 3, 2005, City-County Common meeting regarding the "GIS Master Plan," City Councilmember Svoboda asked what the likely salary range would be for the proposed GIS Program Coordinator position. Jim Fries from the firm of PlanGraphics indicated he believed the position's salary would be in the range of \$40,000 to \$60,000 per year.

During discussions later that day between City and County staff members and Mr. Fries, these figures were drawn into question – particularly given previous discussions held during the formulation of the GIS Master Plan itself and what local staff is aware of regarding similar positions in Nebraska and the region. Mr. Fries acknowledge that upon further reflection the answer he gave likely understated the salary for such a position.

As such, City-County GIS Administrative Staff would like to correct the record with the Commons – it is our belief that the more likely annual salary for this position would be in the \$70,000's, especially given the combined technical and managerial skills required of this person. We believe this is a reasonable compensation target and that the funding necessary to support this level of compensation can be obtained from participating entities.

It should go without saying that the position's specifications (including compensation) are the purview of the City-County Personnel Department and Personnel Board. In submitting this information to you it is not our intent to circumvent the established personnel process nor to presume any particular outcome from that process – rather we are merely seeking to correct the record of the City-County Common as it pertains to Mr. Svoboda's question.