**CORRESPONDENCE**
**IN LIEU OF**
**DIRECTORS' MEETING**
**MONDAY, OCTOBER 25, 2004**

## I. MAYOR

*1. NEWS RELEASE - RE: Updated 911 System Will Lead To Locating Wireless Callers - (See Release)

*2. NEWS RELEASE - RE: Parks & Rec. Dept.- Informational Meeting Set For Grant Program - (See Release)

*3. NEWS RELEASE - RE: Public Invited To Dedication Of Rock Island Trail Project - (See Release)

*4. Washington Report - October 15, 2004.

## II. DIRECTORS

### BUDGET

*1. City of Lincoln-Annual Operating Budget- 2004-2005-Council Adopted & Substitute Resolution No. 82939 -(Council copies placed in their Thursday packets on 10/21/04)(Copy of this Material on file in the City Council Office)(See Memo)

### FINANCE DEPARTMENT/CITY TREASURER

*1. Material from Don Herz, Finance Director & Melinda J. Jones, City Treasurer - RE: Resolution & Finance Department, Treasurer of Lincoln, Nebraska - Investments Purchased October 4 thru October 15, 2004.

### HEALTH

*1. NEWS RELEASE - RE: Fall is Furnace Tune Up Season - (See Release)

### LIBRARY

*1. Director's Report - RE: Lincoln City Libraries - Monthly Categorical Report - Fund Balances for September 2004.

**PARKS & RECREATION DEPARTMENT**

*1. Letter from Lynn Johnson to Barbara Bauer - RE: Outdoor Recreation Areas at Park Middle School/Cooper Park -(See Letter)

**PLANNING**

*1. Memo from Greg Czaplewski - RE: Special Permit #04035, Andrea's Court CUP - (See Memo)

*2. Memo & Material from Greg Czaplewski - RE: Street and Alley Vacation #04003, follow-up information to letter from Petitioner - (See Material)

**PUBLIC WORKS & UTILITIES DEPARTMENT**

*1. Memo from Allan Abbott - RE: Snow Removal - (See Memo)

## III. CITY CLERK

## IV. COUNCIL

### A. COUNCIL REQUESTS/CORRESPONDENCE

**JONATHAN COOK**

1. Request to Terry Bundy, Lincoln Electric System - RE: LES Budget & rate increase request (RFI#118 - 9/17/04). — **1.) SEE RESPONSE FROM TERRY BUNDY, LES RECEIVED ON RFI#118-10/14/04.**

2. OUTSTANDING Request to **Harry Kroos, Public Works & Utilities Dept., Sidewalk Inspector** - RE: Sidewalk Ramps (RFI#119-10/07/04)

3. Request to Scott Opfer, Public Works & Utilities Dept. RE: Speed Limit on S. Coddington RFI #120- 10/14/04). — **1.) SEE RESPONSE FROM SCOTT OPFER, PUBLIC WORKS & UTILITIES DEPARTMENT RECEIVED ON RFI#120-10/20/04.**

**GLENN FRIENDT**

1. OUTSTANDING Request to ~~Public Works~~ /**Law** /~~Urban Development~~ - RE: Alley improvements (RFI#38 - 8/16/04). — **1.) SEE RESPONSE FROM DENNIS BARTELS, PUBLIC WORKS & UTILITIES DEPARTMENT RECEIVED ON RFI#38 - 8/23/04.– 2.) SEE RESPONSE FROM JEFF COLE, URBAN DEVELOPMENT DEPARTMENT RECEIVED ON RFI#38 - 8/26/04.**

2. OUTSTANDING Request to Allan Abbott, Public Works & Utilities Director/ **Marvin Krout, Planning Director** - RE: Williamsburg Lake Dredging (RFI#39 - 8/17/04). — **1.) SEE RESPONSE FROM KARL FREDRICKSON, PUBLIC WORKS & UTILITIES DEPARTMENT RECEIVED ON RFI#39-10/01/04.**

**ANNETTE McROY**

1. Request to ~~Police Chief Casady~~ / ~~Dana Roper, City Attorney~~ - RE: Problems and no help!-In Gaslight Village Court with young children riding motorized scooters throughout the park at high rates of speed & with NO lights after dark (RFI#159 - 9/24/04). — **1.) SEE RESPONSE FROM JOHN McQUINN, CITY LAW DEPARTMENT RECEIVED ON RFI#159-10/15/04. – 2.) SEE RESPONSE FROM POLICE CHIEF CASADY RECEIVED ON RFI#159-10/18/04.**

**PATTE NEWMAN**

1. Request to Marc Wullschleger, Urban Development; Don Herz and Steve Hubka, Finance; Allan Abbott and W. Telen, Public Works; ~~Dana Roper, City Attorney~~; ~~Marvin Krout, Planning~~ - RE: Antelope Valley Project, Tax Increment Financing (in relationship to non-profit organizations and the current Michigan and Connecticut court cases on eminent domain and their effects on T.I.F funding here) and Consultants and Consulting fee funding. (RFI #27 - 10-01-04). — **1.) SEE RESPONSE FROM MARVIN KROUT, PLANNING DIRECTOR RECEIVED ON RFI#27-10/06/04. – 2.) SEE RESPONSE FROM JOEL PEDERSEN, CITY LAW DEPARTMENT RECEIVED ON RFI#27 - 10/18/04.**

**TERRY WERNER**

1. OUTSTANDING Request to **Vince Mejer, Purchasing Agent** - RE: Notice to Bidders #04-110 – Television Equipment (RFI#132 - 6/16/04)

**B. COUNCIL COMMENTS**

## V. MISCELLANEOUS

*1. E-Mail from Patrick J. Henry - RE: Money for city streets -(See E-Mail)

*2. Added E-Mail from Patrick J. Henry - RE: Copy of Mr. Henry's presentation which he made at the Mayor's Meeting-Sept. 27, 2004-bond issue - (See E-Mail)

## VI. ADJOURNMENT

***HELD OVER UNTIL NOVEMBER 1, 2004.**

da102504/tjg

CITY OF LINCOLN
NEBRASKA

# NEWS RELEASE

MAYOR COLEEN J. SENG lincoln.ne.gov

**OFFICE OF THE MAYOR**
555 South 10th Street, Lincoln, NE 68508, 441-7511, fax 441-7120

**FOR IMMEDIATE RELEASE:** October 14, 2004
**FOR MORE INFORMATION:** Diane Gonzolas, Citizen Information Center, 441-7831
Julie Righter, Emergency Communications/911, 441-7252

## UPDATED 911 SYSTEM WILL LEAD TO LOCATING WIRELESS CALLERS

Mayor Coleen J. Seng today announced that the Emergency Communications/911 Center for Lincoln and Lancaster County has installed a new system that will allow the Center to move forward with implementing a method for locating callers using wireless phones. The new digital PBX is being used to answer and dispatch 911, fire, emergency medical and law enforcement personnel.

"With more and more people using wireless phones, it is becoming increasingly important to locate and identify those who call 911 with wireless phones," said Mayor Seng. "Updating our systems is essential to keeping residents safe and protected."

"Our analog phone system was outdated and had been at capacity for several years due to the growth of the community and the increase in wireless traffic," said Julie Righter, 911 Center Communications Coordinator. "The number of 911 calls made from wireless phones has increased more than ten times over the past decade. About 30 percent of 911 calls in the country now come from wireless phones, and that number is expected to more than double in the next few years."

Righter said locating and identifying callers is important because callers are not always able to give dispatchers the necessary details. She said the first phase of wireless locating implementation will provide 911 dispatchers with the telephone number of the caller. The second phase will provide dispatchers with the location of the caller within 100 meters. The Nebraska Public Service Commission (PSC) is currently developing a statewide plan for deployment of wireless locating. The PSC provides funding for new technology through the wireless surcharge assessed by all wireless carriers.

The Center's new PBX system also is integrated with a digital mapping system which was funded by the City's Capital Improvement Program earlier this year.

The Emergency Communications/911 Center is staffed by 35 full-time, public service dispatchers who answer multiple phone calls, monitor several radio channels and track the status of all emergency units. The Center is one of only 32 in the country accredited by the Commission on Accreditation for Law Enforcement Agencies.

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CITY OF LINCOLN
NEBRASKA

# NEWS RELEASE

MAYOR COLEEN J. SENG lincoln.ne.gov

**PARKS AND RECREATION DEPARTMENT**
2740 "A" Street, Lincoln, NE 68502, 441-7847, fax 441-8706

**FOR IMMEDIATE RELEASE:** October 15, 2004
**FOR MORE INFORMATION:** J.J. Yost, Parks and Recreation, 441-8255
Stacey Ault, Parks and Recreation, 441-3084

## INFORMATIONAL MEETING SET FOR GRANT PROGRAM

An informational meeting on the City's Community Action Program (formerly called the Neighborhood Self-Help Grant Program) is set for 7 p.m. Monday, October 25 in Room 213 of the "F" Street Community Center, 13th and "F" streets. The grants for public park improvements are offered every year to neighborhood associations and civic organizations. The deadline for submitting applications for the 2004-2005 program to the Lincoln Parks and Recreation Department is 4 p.m. November 10. Applicants will be notified of decisions on their grants in early February 2005, and the grants will be awarded February 10 at the Mayor's Neighborhood Roundtable meeting.

The Community Action Program is funded through City general tax revenues and is approved by the City Council each year as part of the budget process. The program typically provides funding for equipment and materials, and volunteers provide labor. Projects must be constructed on publicly owned property or involve programs available to the general public. The criteria for choosing projects include location, neighborhood support for the project and consistency with park plans.

Those needing more information can contact J.J. Yost in the Parks and Recreation Department at 441-8255 or Stacey Ault at 441-3084.

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CITY OF LINCOLN
NEBRASKA

# NEWS RELEASE

MAYOR COLEEN J. SENG

lincoln.ne.gov

**OFFICE OF THE MAYOR**
555 South 10th Street, Lincoln, NE 68508, 441-7511, fax 441-7120

**FOR IMMEDIATE RELEASE:** October 20, 2004
**FOR MORE INFORMATION:** Diane Gonzolas, Citizen Information Center, 441-7831
Terry Genrich, Parks and Recreation Dept., 441-7939

## PUBLIC INVITED TO DEDICATION OF ROCK ISLAND TRAIL PROJECT

Mayor Coleen J. Seng and the Lincoln Parks and Recreation Department invite the public to the dedication and ribbon-cutting ceremony of a new section of the Rock Island Trail at 4 p.m. Friday, October 22, 2004 at the west end of Densmore Park near the ballfields where the trail enters the park.

Those attending the event are encouraged to walk, bike or skate to the event. Walkers should meet at 3:30 p.m. at the Bess Dodson Walt Branch Library, 6701 South 14th Street. Bikers and skaters should meet at 3:30 p.m. at the Rock Island Trail Junction at 27th and Highway 2. Parking also will be available at Densmore Park. If the weather is bad, the event will move inside the Walt Branch Library.

The project included the addition of 1.25 miles of new trail work and a new bridge over South 14th, providing important connections in the trails network. The new section continues the Rock Island Trail south from Old Cheney Road through Densmore Park, connecting with the 14th Street Trail leading to Lincoln Southwest High School. The 14th Street Trail connects with the Southridge Trail which runs east to Scott Middle School and the Tierra/Williamsburg Trail. The north-bound Tierra/Williamsburg Trail connects back to the Rock Island Trail at 27th and Highway 2.

The Rock Island trail additions and bridge were funded with $760,000 from the bond issue passed in 1998 for the two new branch libraries (Walt and Eiseley at 1530 Superior) and the two new parks (Densmore and Keech at 14th and Superior).

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CITY OF LINCOLN

# Washington Report

Vol. 10 No. 27
October 15, 2004

City of Lincoln -- Washington Office

# Many FY05 Spending Measures Still Pending

## INSIDE

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*Grant Opportunities* . . . . . 2

**Washington Report Archives Available on the Internet at:**

***www.capitaledge.com/archive.html***

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## Congress

Congress adjourns for now, but will they be back before November 2? After approving the FY 2005 Homeland Security appropriations bill and a $146 billion package of corporate tax breaks, Congress adjourned for a break that most believe will last through the November elections. However, Senate Majority Leader Bill Frist (R-TN) left the door open last week to the possibility of a brief session prior to the election to complete legislation to overhaul federal intelligence agencies and perhaps even an omnibus spending bill.

Congressional leadership had hoped that September would be used as a race to complete the FY 2005 budget before heading home for October to campaign. However, that schedule was altered by this summer's release of the 9/11 Commission report, and subsequent attempts to enact some of the recommendations prior to the election. Appropriations work was then placed on the backburner, and with only four of the 13 FY 2005 spending bills (Homeland, Defense, District of Columbia, and Military Construction) completed, Members did expect that they would have to return to Washington at some point to complete these "must-pass" bills. A previously planned organizational meeting for new Members of Congress during the week of November 15 seemed to be a good candidate to complete that work.

However, the House and Senate last week approved differing intelligence measures and could not iron out their differences before the end of the weekend. Given the politically-charged nature of the issue, Republican leaders are eager to present the President with a bill he can sign prior to the election, so talk of returning prior to November 2 began. And if they were going to be in town, why not tackle an omnibus appropriations bill, thereby leaving them free of Washington until the 109th Congress beings in January?

As has been reported in previous weeks, funding decisions for many of the federal agencies of interest to local governments will be made in the context of this omnibus legislation. The difficulty of such an arrangement is that bundling all the bills into one package concentrates authority into the hands of a few members of the Republican leadership, leaving some proponents of important local programs shut out of the process. Of more concern, however, is the potential for damaging provisions to be added to the omnibus with little or no debate (see Internet tax story below).

## Internet Tax

Attempts to revive the moratorium last week were unsuccessful, but the telecom industry remains persistent. Efforts to attach an amended version of Senate legislation (S 150) extending the moratorium on state and local taxation of Internet access to the FY 2005 Homeland Security Department appropriations bill were thwarted last week. However, the fight for local governments has not ended as opponents are expected to try again during the brief post-election "lame duck" session.

When S 150 was approved by the Senate earlier this year, it represented a delicate compromise that allowed for a four-year moratorium on state and local taxation of Internet access but provided some protections for the fees that governments charge for other telecommunications services, including those utilizing Voice over Internet Protocol (VoIP). A majority of Senators who voted for the measure warned that any changes to the bill would be met with opposition, but the House refused to accept S 150 without a chance to amend it. It was expected that the ensuing stalemate would carry over into next year.

However, at the urging of the White House, congressional leadership began promoting an amended version of S 150 last week that would

have created a significant loophole to allow a number of VoIP providers to avoid taxation. Using a "must-pass" piece of legislation such as the Homeland Security spending bill as a vehicle for the proposal was a clever maneuver, but strong and vocal opposition from Senators Kay Bailey Hutchison (R-TX), Dianne Feinstein (D-CA), and Rep. Kay Granger (R-TX), among others, prevented it from going forward.

Since Congress is expected to return to Washington at some time in the near future to complete action on an intelligence agency overhaul and the remainder of the FY 2005 appropriations bills, it is expected that additional attempts to pass an amended S 150 will occur. Once again, use of a must-pass vehicle such as the FY 2005 omnibus appropriations bill is likely, and state and local government organizations are watching the situation carefully.

## Taxes and Finance

Tax bill includes several provisions of interest to local governments. For those in states (including Texas and Nevada) without an income tax, a major provision of the recently approved corporate tax bill is one that will allow residents of those states to deduct sales taxes from their income when calculating federal income tax.

The bill (HR 4520), cleared last week for the President's signature, also includes language designed to better target investments under the New Markets Tax Credit. Under the bill, the Treasury Department must issue regulations defining which businesses are "qualified low-income community businesses" for purposes of receiving this investment encouraged by the tax credit.

HR 4520 also makes major changes to the way some gas taxes are collected. Beginning next year, purchasers of gasoline containing ethanol will pay the full 18.4 cents of federal gas tax, with the entire amount going to the Highway Trust Fund. In addition, an ethanol subsidy will be provided in the form of a tax credit to the producers of the ethanol. Seen as a boon to farm states, the language is also expected to increase Highway Trust Fund revenues since the tax credits will be payed out of the General Fund. Under current law, gasoline containing ethanol is taxed at 13.2 cents a gallon, of which 2.5 cents goes to the General Fund, which means that the ethanol subsidy comes at the cost of less revenue to the Highway Trust Fund.

For brownfields redevelopment, HR 4520 includes a provision that would allow the issuance of $2 billion in tax-exempt bonds before 2009 for green building and sustainable design projects. Under the language, at least one of the projects will have to be located within ten miles of an Empowerment Zone and at least one will have to be located in a rural state. Projects that include a professional sports stadium or arena are not eligible. Eligible projects must also have at least $5 million in state and local support. The bill also includes a provision clarifying that tax-exempt organizations do not face tax liability for a gain or loss related to the sale of a brownfield site. The provision is designed to encourage participation in brownfield redevelopment by nonprofit organizations that in the past have shied away from brownfield projects out of fear that they might jeopardize their tax-exempt status.

## Law Enforcement

Congress clears bullet proof vest measure. The House and Senate cleared legislation (HR 2714) for the President's signature before recessing that would reauthorize a grant program that helps local law enforcement agencies buy bulletproof vests. Under the bill, which also reauthorizes the State Justice Institute, the program will be extended through FY 2007 at $50 million a year. Congress appropriated $25 million for the program in FY 2004; both the House and Senate versions of the Justice appropriations bill (HR 2754/S 2809) would provide $25 million in FY 2005.

The White House has received the bill and President Bush is expected to sign it when he returns to Washington.

## Base Closure

BRAC 2005 to proceed as planned. House and Senate conferees on the Defense Authorization bill (HR 4200) rejected a proposal included in the House version of the bill that would have delayed the round of military base closures and realignments scheduled to begin in 2005. The White House, backed by the Senate, had threatened a veto if the House language was not removed.

As a result, by March 15, 2005, the President will have to submit nominations for membership on the Base Realignment and Closure Commission to the Senate. By May 16, 2005, the Secretary of Defense will have to publish a list of bases proposed for closure or realignment in the ***Federal Register***. The Commission must send its final recommendations to Congress by September 8, 2005, after which Congress will have 30 legislative or 60 calendar days, which ever comes first, to approve or reject the Commission's recommendations.

## Grant Opportunities

**Department of Health and Human Services, October 14**: The Health Resources and Services Administration announced a comprehensive preview of its FY 2005 competitive grant programs. This single source for grant announcements is intended to replace periodic notices in the Federal Register; however, unanticipated programs will be published in the Federal Register throughout the year. A printable PDF of the HRSA preview can be found at: www.hrsa.gov/grants/preview/default.htm. Information for requesting a paper copy is also detailed. Application deadlines for grants announced in the preview begin in early November. Pages 61025-61026.

CITY OF LINCOLN
Budget Division

# Memo

To: City Council Members

From: Sherry wolf Drbal

CC: City Council Office

Mayor's Office

Date: October 20, 2004

Re: 2004-05 Council Adopted Budget

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Copies of the 2004-05 City Council Adopted budget and the adopting resolution will be included in your packets this week. The summary section of the budget book is available on the internet at http://interlinc/city/finance/budget/index.htm.

If you have any questions, you can reach Steve Hubka at 441-7698, Jan Bolin at 441-8306 or Sherry Wolf Drbal at 441-8305.

**City of Lincoln**
**Finance Department**
**Budget Division**

Steve Hubka, Budget Director



*All Files on this page are PDF Downloads*

**2004-05 Council Adopted Budget**

- Budget Summary (48K)
- Significant Changes By Department (55K)
- Anticipated Grants (116K)
- Budget Of Funds Supported Wholly Or In Part By Taxes (9K)
- All Tax Funds, Revenue By Category (9K)
- All Tax Funds, Expenditures By Category (8K)
- Staffing & Operating Expenditures By Fund & Department (20K)

**CITY OF LINCOLN, NEBRASKA**
**SUMMARY OF STAFFING AND OPERATING EXPENDITURES BY FUND AND DEPARTMENT**

| | AUTHORIZED POSITIONS | | | OPERATING BUDGET | | |
|---|---|---|---|---|---|---|
| | ADOPTED BUDGET 2002-03 | ADOPTED BUDGET 2003-04 | COUNCIL ADOPTED 2004-05 | ACTUAL EXPENDED 2002-03 | ADOPTED BUDGET 2003-04 | COUNCIL ADOPTED 2004-05 |
| **GENERAL FUND:** | | | | | | |
| CITY COUNCIL | 9.00 | 9.00 | 9.00 | 226,057 | 217,418 | 240,147 |
| FINANCE | 30.00 | 31.00 | 31.00 | 1,958,504 | 2,014,932 | 2,091,035 |
| FIRE | 255.07 | 254.56 | 259.38 | 16,399,232 | 17,520,780 | 18,138,378 |
| LAW | 28.46 | 28.50 | 28.50 | 1,716,965 | 1,875,483 | 1,972,254 |
| MAYOR'S DEPARTMENT | | | | | | |
| Mayor's Office | 9.00 | 9.00 | 9.00 | 568,943 | 594,204 | 609,092 |
| Affirmative Action | 1.25 | 1.25 | 1.25 | 72,336 | 67,732 | 69,120 |
| Citizens' Info. Center | 4.95 | 5.50 | 6.25 | 205,954 | 269,937 | 328,335 |
| Human Rights | 3.75 | 3.75 | 3.75 | 159,091 | 173,434 | 176,336 |
| Women's Commission | 3.00 | 3.00 | 3.00 | 137,733 | 145,205 | 152,423 |
| MISCELLANEOUS BUDGETS | | | | | | |
| Contingency | | | | | 450,000 | 350,000 |
| Interfund Transfers | | | | 15,005,068 | 15,505,995 | 16,044,572 |
| General Expense | | | | 14,239,921 | 15,866,523 | 17,408,908 |
| Special Events | | | | 130,779 | 109,725 | 132,225 |
| Street Lights | | | | 3,307,904 | 3,482,600 | 3,035,700 |
| PARKS AND RECREATION | 264.25 | 271.95 | 276.94 | 9,842,096 | 10,316,701 | 10,722,874 |
| PERSONNEL | 14.00 | 14.00 | 14.00 | 745,451 | 780,132 | 841,689 |
| PLANNING | 20.25 | 21.00 | 21.08 | 1,364,921 | 1,517,861 | 1,601,117 |
| POLICE | 385.50 | 398.75 | 399.33 | 24,231,991 | 26,118,347 | 27,077,325 |
| PUBLIC WORKS/UTILITIES | 47.85 | 48.35 | 51.17 | 3,813,797 | 3,700,619 | 3,778,862 |
| URBAN DEVELOPMENT | 9.23 | 10.93 | 11.83 | 622,254 | 685,217 | 774,104 |
| TOTAL - GENERAL FUND | 1,085.56 | 1,110.54 | 1,125.48 | 94,748,997 | 101,412,845 | 105,544,496 |
| **OTHER TAX FUNDS:** | | | | | | |
| LIBRARY | 120.53 | 120.54 | 120.54 | 6,720,210 | 7,064,953 | 7,319,663 |
| POLICE & FIRE PENSION | 1.00 | 1.00 | 1.00 | 4,821,070 | 1,940,867 | 2,365,589 |
| BOND & INTEREST REDEMPTION | | | | 6,660,540 | 5,486,649 | 6,042,451 |
| SOCIAL SECURITY | 1.00 | 1.00 | 1.00 | 1,612,386 | 1,830,143 | 1,947,859 |
| UNEMPLOYMENT COMP. | | | | 18,036 | 95,000 | 95,000 |
| TOTAL - OTHER TAX FUNDS | 122.53 | 122.54 | 122.54 | 19,832,242 | 16,417,612 | 17,770,562 |
| TOTAL - ALL TAX FUNDS | 1,208.09 | 1,233.08 | 1,248.02 | 114,581,239 | 117,830,457 | 123,315,058 |
| **SPECIAL REVENUE FUNDS:** | | | | | | |
| ANIMAL CONTROL | 17.00 | 17.00 | 18.00 | 1,205,258 | 1,286,849 | 1,419,584 |
| HEALTH | 97.65 | 92.10 | 95.40 | 7,040,969 | 7,506,678 | 8,198,542 |
| TITLE V CLEAN AIR | 6.70 | 6.90 | 6.90 | 479,780 | 537,432 | 594,861 |
| CABLE ACCESS TV | | | | 34,346 | | |
| AGING - LINC./LANC. | 60.49 | 61.19 | 60.31 | 4,193,273 | 4,334,983 | 4,491,668 |
| MUNICIPAL INFRASTRUCTURE | | | | 169,116 | | |
| MIRF BOND DEBT SERVICE | | | | 426,280 | 425,830 | 425,580 |
| LILLIAN POLLEY TRUST | 2.50 | 2.50 | 2.50 | 132,216 | 138,755 | 143,824 |
| 9-1-1 COMMUNICATION | 35.50 | 39.50 | 39.50 | 2,324,976 | 2,696,974 | 2,860,410 |
| SNOW REMOVAL | 17.75 | 17.75 | 18.25 | 2,070,400 | 2,175,823 | 2,714,245 |
| STARTRAN OPERATING | 108.90 | 109.90 | 110.90 | 7,141,965 | 7,527,206 | 7,969,442 |
| STREET CONSTRUCTION | 60.90 | 62.42 | 61.92 | 6,182,712 | 6,354,511 | 9,333,646 |
| BUILDING & SAFETY | 61.00 | 62.00 | 65.00 | 4,500,921 | 4,860,591 | 5,291,263 |
| KENO | | | | 2,711,632 | 1,966,125 | 2,166,125 |
| HERITAGE ROOM | 1.13 | 1.13 | 1.13 | 29,317 | 31,228 | 33,409 |
| TOTAL - SPECIAL REVENUE FUNDS | 469.52 | 472.39 | 479.81 | 38,643,161 | 39,842,985 | 45,642,599 |
| **PERMANENT FUNDS** | | | | | | |
| COMM. HEALTH ENDOWMENT | | | | 1,940,310 | 2,002,386 | 1,818,205 |
| TOTAL - PERMANENT FUNDS | | | | 1,940,310 | 2,002,386 | 1,818,205 |

**CITY OF LINCOLN, NEBRASKA**
**SUMMARY OF STAFFING AND OPERATING EXPENDITURES BY FUND AND DEPARTMENT**

| | AUTHORIZED POSITIONS | | | OPERATING BUDGET | | |
|---|---|---|---|---|---|---|
| | ADOPTED BUDGET 2002-03 | ADOPTED BUDGET 2003-04 | COUNCIL ADOPTED 2004-05 | ACTUAL EXPENDED 2002-03 | ADOPTED BUDGET 2003-04 | COUNCIL ADOPTED 2004-05 |
| **GRANTS-IN-AID FUNDS:** | | | | | | |
| CDBG - URBAN DEVELOP. | 14.88 | 14.58 | 13.44 | 3,675,728 | 2,409,000 | 2,286,000 |
| ADMIN - HOME | 1.00 | 0.90 | 0.95 | 1,450,910 | 1,404,852 | 1,464,000 |
| URB DEV-WELFARE TO WK | 2.40 | 0.32 | | 284,517 | 34,695 | |
| HUMAN RIGHTS | 1.00 | 1.00 | 1.00 | 103,351 | 111,648 | 124,571 |
| POLICE-VICTIM WITNESS | 4.00 | 4.00 | 4.00 | 187,176 | 194,743 | 202,768 |
| POLICE-NARCOTICS | 3.00 | 3.00 | 3.00 | 159,343 | 164,973 | 157,054 |
| POLICE-DOMESTIC VIOLENCE | | | 1.00 | | | 55,635 |
| WORKFORCE INVESTMENT ACT | 4.24 | 3.82 | 5.54 | 849,517 | 879,860 | 973,676 |
| EPA-HEALTH/AIR POLLUT. | 1.60 | 1.55 | 1.55 | 126,854 | 130,091 | 132,786 |
| TRANSIT PLANNING | 2.10 | 2.10 | 2.10 | 117,823 | 122,856 | 133,942 |
| URBAN SEARCH & RESCUE | | 4.50 | 4.10 | 560,398 | 756,551 | 809,908 |
| AGING - MULTI-COUNTY | 7.73 | 8.23 | 8.11 | 558,392 | 552,053 | 581,447 |
| TOTAL - GRANTS-IN-AID | 41.95 | 44.00 | 44.79 | 8,074,009 | 6,761,322 | 6,921,787 |
| **TAX INCREMENT DEBT SERVICE** | | | | 671,800 | 644,410 | 874,643 |
| **GOLF CAPITAL IMPROVEMENTS (BOND DEBT SERVICE)** | | | | 379,600 | 381,700 | 378,823 |
| **ENTERPRISE FUNDS:** | | | | | | |
| AUDITORIUM OPERATING | | | | 36,721 | | |
| WASTEWATER | 96.85 | 95.19 | 95.44 | 11,199,089 | 11,823,770 | 16,225,147 |
| WATER REVENUE | 108.63 | 111.76 | 112.26 | 20,133,760 | 20,843,444 | 24,517,130 |
| SANITARY LANDFILL | 29.35 | 30.85 | 30.85 | 3,959,733 | 4,762,564 | 5,576,854 |
| GOLF REVENUE | 32.78 | 32.32 | 32.55 | 2,372,306 | 2,533,172 | 2,714,388 |
| EMS ENTERPRISE | 35.43 | 37.43 | 30.52 | 3,883,936 | 3,990,723 | 3,491,484 |
| PARKING FACILITIES | 1.60 | 1.60 | 1.60 | 4,073,015 | 4,125,938 | 4,123,533 |
| PARKING LOT REVOLV. | | | | 154,478 | 227,900 | 161,550 |
| PERSHING AUDITORIUM | | | | 2,103,119 | 2,287,643 | 2,312,478 |
| TOTAL - ENTERPRISE FUNDS | 304.64 | 309.15 | 303.22 | 47,879,436 | 50,595,154 | 59,122,564 |
| **TOTAL-INCLUDING INTERFUND TRANSFERS** | 2,024.20 | 2,058.62 | 2,075.84 | 212,169,555 | 218,058,414 | 238,073,679 |
| **LESS TRANSFERS:** | | | | | | |
| GENERAL FUND | | | | -14,677,773 | -15,178,700 | -15,727,677 |
| STREET CONSTRUCTION | | | | -1,071,830 | -1,131,097 | -1,700,045 |
| WASTEWATER | | | | -400,000 | -400,000 | -400,000 |
| LANDFILL REVENUE | | | | -407,782 | -611,290 | -696,320 |
| **GRAND TOTAL NET OF TRANSFERS** | 2,024.20 | 2,058.62 | 2,075.84 | 195,612,170 | 200,737,327 | 219,549,637 |
| **INTERNAL SERVICE FUNDS:** | | | | | | |
| INFORMATION SERVICES | 41.00 | 41.00 | 41.00 | 5,890,506 | 5,100,710 | 5,378,948 |
| ENGINEERING REVOLV. | 74.45 | 75.45 | 76.00 | 5,810,126 | 6,474,481 | 6,810,049 |
| POLICE GARAGE | 15.00 | 15.00 | 15.00 | 2,741,536 | 2,812,097 | 2,974,993 |
| FLEET SERVICES | 17.38 | 17.38 | 17.38 | 3,784,375 | 4,409,671 | 4,536,839 |
| RADIO MAINTENANCE | 6.00 | 6.00 | 6.00 | 951,003 | 623,775 | 662,484 |
| CIC REVOLVING SERVICES | 4.55 | 4.60 | 3.85 | 242,241 | 278,950 | 251,120 |
| COPY SERVICES | 1.00 | 1.00 | 1.00 | 345,269 | 395,668 | 335,780 |
| HEALTH CARE | | | | 5,299 | 5,300 | 5,459 |
| WORKERS' COMP. | 5.00 | 6.38 | 6.38 | 670,460 | 669,508 | 700,907 |
| TOTAL - INTERNAL SERVICE FUNDS | 164.38 | 166.81 | 166.61 | 20,440,815 | 20,770,160 | 21,656,579 |

# RESOLUTION NO. A-_____

**BE IT HEREBY RESOLVED BY THE CITY COUNCIL** of the City of Lincoln, Nebraska:

That the attached list of investments be confirmed and approved, and the City Treasurer is hereby directed to hold said investments until maturity unless otherwise directed by the City Council.

**INTRODUCED BY:**

_____

**Approved:**

_____
**Don Herz, Finance Director**

**Approved this ____ day of _____, 2004**

_____
Mayor

# FINANCE DEPARTMENT
# TREASURER OF LINCOLN, NEBRASKA
# INVESTMENTS PURCHASED
# OCTOBER 4 thru OCTOBER 15, 2004

October 4, 2004, we cashed a $501,000 First American Government Obligation Fund in US Bank out of the Short Term Pool. We then invested in a $100,000 Repurchase Agreement at Wells Fargo Bank for the Short Term Pool.

We cashed a $235,000 First American Government Obligation Fund at US Bank out of the Short Term Pool on October 5, 2004. We then invested in a $150,000 Repurchase Agreement at Wells Fargo Bank for the Short Term Pool.

October 6, 2004, we cashed a $128,000 First American Government Obligation Fund at US Bank in the Short Term Pool. We then invested $120,000 as follows:

| | |
|---|---|
| $100,000 | Repurchase Agreement at Wells Fargo Bank |
| $20,000 | Nebraska Public Agency Investment Trust at Union Bank |

A CD matured October 7, 2004, for $3,000,000 and we immediately cashed along with a $746,000 First American Government Obligation Fund at US Bank. We then reinvested $195,000 as follows:

| | |
|---|---|
| $150,000 | Repurchase Agreement at Wells Fargo Bank |
| $45,000 | Nebraska Public Agency Investment Trust at Union Bank |

We cashed a $750,000 Repurchase Agreement at Wells Fargo Bank October 8, 2004, out of the Short Term Pool. We then invested $351,000 as follows:

| | |
|---|---|
| $316,000 | First American Government Obligation Fund at US Bank |
| $35,000 | Nebraska Public Agency Investment Trust at Union Bank |

October 12, 2004, we cashed a $113,600.00 First American Government Obligation Fund at US Bank. We then invested $420,000 in a Repurchase Agreement at Wells Fargo Bank for the Short Term Pool.

October 13, 2004, we invested $2,059,000 in new money as follows:

| | |
|---|---|
| $25,000 | Nebraska Public Agency Investment Trust at Union Bank |
| $580,000 | Repurchase Agreement at Wells Fargo Bank |
| $1,454,000.00 | First American Government Obligation Fund at US Bank |

October 15,2004, a $2,500,000 FNMA Note for the Medium Term Pool was called. We then invested $4,637,000 as follows in the Short Term Pool.

| | |
|---|---|
| $825,000 | Repurchase Agreement at Wells Fargo Bank |
| $812,000 | First American Government Obligation Fund at US Bank |
| $3,000,000 | Freddie Mac, discounted 99.915%, costing $2,997,450, yielding 1.725%, maturing November 2, 2004 |

An investment of $3,875,000 matured October 15, 2004, and we immediately cashed and reinvested that same amount in an FHLB, purchased at par, rate of 5%, maturing October 15, 2012, for the Waste Water 2003 Bond Reserve.

We respectfully request approval of our actions.

Don Herz, Finance Director

Melinda J. Jones, City Treasurer

CITY OF LINCOLN
NEBRASKA

# NEWS RELEASE

MAYOR COLEEN J. SENG

LINCOLN-LANCASTER COUNTY HEALTH DEPARTMENT
3140 N Street, Lincoln NE 68510 • Phone: 441-8000
Fax: 441-8323 or 441-6229

www.ci.lincoln.ne.us

**FOR IMMEDIATE RELEASE:** October 14, 2004
**FOR MORE INFORMATION:** Rick Thorson, 441-6236

## Fall is Furnace Tune Up Season

The furnace that warms your family can harm your family. As families close up their houses and turn up the heat against winter cold, they run the risk of carbon monoxide building up in their homes. Before firing up the furnace, have it checked out by a licensed heating contractor. Annual furnace checkups will protect your loved ones and save money on energy costs.

The annual inspection and tune up will make sure the furnace is burning effectively and completely. Improper burning of fuel or poor venting of fumes can produce carbon monoxide.

Carbon monoxide is a colorless and odorless gas. At high enough levels it can cause illness, disorientation, and death. Symptoms of carbon monoxide poisoning include tiredness, nausea, and headache. Symptoms generally clear up when the person is taken out into the fresh air.

In addition to the annual tune up, keep your furnace operating properly by replacing filters as recommended by the manufacturer.

You can also protect your family by installing carbon monoxide detectors and testing them regularly. They will provide your family with an early warning if there is trouble.

Do not store anything flammable near the furnace. Keep the furnace clear of any obstacles. Do not store furniture or other items in front of the furnace. You will block the proper airflow and these items can fuel a fire if there are problems with your furnace.

- 30 -

Lincoln City Libraries - 136 S. 14th Street, Lincoln, NE 68508

**DIRECTOR'S REPORT**

September 2004

"Leaders Are Readers" a program sponsored by the Lincoln City Library Foundation where Lincoln business representatives participate in preschool story times at the libraries, began in September. This is second year of the Foundation's excellent program.

Janice Harrington, author of "Going North" (a fictional autobiographical account of the Harrington family's move to Nebraska from Alabama in 1964) made a presentation to over 100 people at the Eiseley Branch Library on September 16th and to 3rd graders from Sacred Heart and St. Mary's schools on September 20th. Harrington is a children's librarian in Champaign, Illinois, and a storyteller with national festival experience. She made a terrific impression on the children and adults.

Governor Mike Johanns held a press conference at Eiseley Branch Library to promote registration for library cards and use of libraries. The Governor signed a proclamation proclaiming September 2004 as Library Card Sign-Up Month in Nebraska and urged citizens to visit their local library, sign up for library cards, and make use of the library's many valuable resources. The Governor also read two books to children, one of which was "Going North." He invited Janice Harrington to join him and he asked her questions as he read from the book. All in all, the children loved it.

Kindergarten Kickoff (Lincoln City Libraries is one of the co-sponsors) was a huge success again with over 1,000 kindergarteners and their families participating.

The City County Volunteer of the Month for September was Ettamae Branstetter who started volunteering at Eiseley Branch Library two months before the library opened.

As South 14th Street becomes more and more complete, usage at Walt Branch has picked up dramatically.

Staff represented Lincoln City Libraries at booths at World Day on the Mall, Celebrating Hispanic Heritage Festival, and Wyuka Family Fall Festival.

It's always nice to hear positive comments from customers. A customer stated that she and her family just could not get along without the reference service provided at Bennett Martin Public Library.

LIBRARY BOARD MEETING; Tuesday, October 19, 2004; 8:00 a.m., Board Room, Bennett Martin Public Library, 136 So. 14th Street, Lincoln, Nebraska.

**Lincoln City Libraries**
**September 2004**

| Branch | Adult Print Loans | Youth Print Loans | Adult NonPrint Loans | Youth NonPrint Loans | Sub Total | TeleCirc Renewals | 2004 Loan Total | 2003 Loan Total | % Change |
|---|---|---|---|---|---|---|---|---|---|
| BMPL | 19,567 | 5,380 | 8,058 | 2,042 | 35,047 | 4,856 | 39,903 | 45,062 | -11.45% |
| Anderson | 6,254 | 4,677 | 1,571 | 1,553 | 14,055 | 1,461 | 15,516 | 15,223 | 1.92% |
| Arnold Heights | 237 | 623 | 76 | 269 | 1,205 | 85 | 1,290 | 1,003 | 28.61% |
| Bethany | 2,768 | 2,206 | 531 | 752 | 6,257 | 818 | 7,075 | 6,797 | 4.09% |
| Eiseley | 13,038 | 16,358 | 4,461 | 6,353 | 40,210 | 1,205 | 41,415 | 42,413 | -2.35% |
| Gere | 28,686 | 27,100 | 8,316 | 7,396 | 71,498 | 6,269 | 77,767 | 73,351 | 6.02% |
| South | 4,854 | 3,254 | 1,081 | 1,031 | 10,220 | 2,010 | 12,230 | 12,496 | -2.13% |
| Walt | 12,447 | 18,093 | 4,096 | 5,943 | 40,579 | 1,230 | 41,809 | 41,043 | 1.87% |
| Bookmobile | 693 | 1,214 | 111 | 276 | 2,294 | 156 | 2,450 | 2,614 | -6.27% |
| Outreach | 1,382 | 16 | 249 | 8 | 1,655 | 67 | 1,722 | 1,535 | 12.18% |
| SubTotal | 89,926 | 78,921 | 28,550 | 25,623 | 223,020 | 18,157 | 241,177 | 241,537 | -0.15% |
| OPAC | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,857 | |
| GRAND TOTAL | 89,926 | 78,921 | 28,550 | 25,623 | 223,020 | 18,157 | 241,177 | 252,394 | -4.44% |

| | | | |
|---|---|---|---|
| Computer Use/Assist | 16,304 | 18,167 | -10.25% |
| Reference Transactions | 25,293 | 26,178 | -3.38% |
| Polley Music Loans | 950 | 1,191 | -20.24% |
| Polley Music Reference | 4,893 | 3,307 | 47.96% |
| Youth Program Attendance | 2,959 | 2,606 | 13.55% |
| Web Activity Successful Hits Entire Site | 1,623,728 | 1,286,022 | 26.26% |

| Registrations | | | | |
|---|---|---|---|---|
| | Resident | 157,255 | | |
| | County | 11,995 | | |
| | Non Resident | 2,597 | | |
| | ILL | 1,696 | | |
| | Reciprocal | 262 | | |
| | Limited Use | 5,080 | | |
| | | 178,885 | 179,295 | -0.23% |

| Library Holidings | Books | DVDs | CD-ROMs | Sound Recordings | Videos | Verticle File | GRAND TOTAL |
|---|---|---|---|---|---|---|---|
| Prior Month | 878,825 | 4,902 | 6,461 | 58,164 | 34,361 | 52,161 | 1,034,874 |
| Added | 6,347 | 160 | 166 | 349 | 235 | 29 | 7,286 |
| Withdrawn | -9,195 | -26 | -105 | -412 | -163 | 0 | -9,901 |
| Current | 875,977 | 5,036 | 6,522 | 58,101 | 34,433 | 52,190 | 1,032,259 |

# LINCOLN CITY LIBRARIES
## Monthly Categorical Report
## September 30, 2004

| | Budget Amount | Budgeted Year-to-Date | Expended Year-to-Date | Balance | Current Month Expended |
|---|---|---|---|---|---|
| **Administration** | | | | | |
| Personnel | $ 567,624.00 | $ 47,302.00 | $ 55,316.45 | $ 512,307.55 | $ 55,316.45 |
| Supplies | 40,500.00 | 3,375.00 | 1,883.21 | 38,616.79 | 1,883.21 |
| Services & Charges | 67,997.00 | 5,666.42 | 7,770.61 | 60,226.39 | 7,770.61 |
| Other | - | - | - | - | - |
| **Total** | **$ 676,121.00** | **$ 56,343.42** | **$ 64,970.27** | **$ 611,150.73** | **$ 64,970.27** |
| **Percent Expended** | | **8.33%** | **9.61%** | | |
| **Buildings & Grounds** | | | | | |
| Personnel | $ 242,847.00 | $ 20,237.25 | $ 25,974.73 | $ 216,872.27 | $ 25,974.73 |
| Supplies | 29,340.00 | 2,445.00 | 672.27 | 28,667.73 | 672.27 |
| Services & Charges | 628,587.00 | 52,382.25 | 50,190.69 | 578,396.31 | 50,190.69 |
| Other | - | - | - | - | - |
| **Total** | **$ 900,774.00** | **$ 75,064.50** | **$ 76,837.69** | **$ 823,936.31** | **$ 76,837.69** |
| **Percent Expended** | | **8.33%** | **8.53%** | | |
| **Public Service** | | | | | |
| Personnel | $ 2,936,890.00 | $ 244,740.83 | $ 302,162.98 | $ 2,634,727.02 | $ 302,162.98 |
| Supplies | 70,770.00 | 5,897.50 | 626.91 | 70,143.09 | 626.91 |
| Services & Charges | 33,000.00 | 2,750.00 | 267.30 | 32,732.70 | 267.30 |
| Other | 18,500.00 | 1,541.67 | - | 18,500.00 | - |
| **Total** | **$ 3,059,160.00** | **$ 254,930.00** | **$ 303,057.19** | **$ 2,756,102.81** | **$ 303,057.19** |
| **Percent Expended** | | **8.33%** | **9.91%** | | |
| **Support Services** | | | | | |
| Personnel | $ 683,761.00 | $ 56,980.08 | $ 70,747.26 | $ 613,013.74 | $ 70,747.26 |
| Supplies | 26,000.00 | 2,166.67 | 12,784.42 | 13,215.58 | 12,784.42 |
| Services & Charges | 82,116.00 | 6,843.00 | 134.47 | 81,981.53 | 134.47 |
| Other | 800,000.00 | 66,666.67 | 35,998.71 | 764,001.29 | 35,998.71 |
| **Total** | **$ 1,591,877.00** | **$ 132,656.42** | **$ 119,664.86** | **$ 1,472,212.14** | **$ 119,664.86** |
| **Percent Expended** | | **8.33%** | **7.52%** | | |
| **Inf. Svcs. & Technology** | | | | | |
| Personnel | $ 888,044.00 | $ 74,003.67 | $ 89,916.42 | $ 798,127.58 | $ 89,916.42 |
| Supplies | 40,500.00 | 3,375.00 | 309.29 | 40,190.71 | 309.29 |
| Services & Charges | 163,187.00 | 13,598.92 | 55,076.21 | 108,110.79 | 55,076.21 |
| Other | - | - | - | - | - |
| **Total** | **$ 1,091,731.00** | **$ 90,977.58** | **$ 145,301.92** | **$ 946,429.08** | **$ 145,301.92** |
| **Percent Expended** | | **8.33%** | **13.31%** | | |
| **Total Library Operational** | | | | | |
| Personnel | $ 5,319,166.00 | $ 443,263.83 | $ 544,117.84 | $ 4,775,048.16 | $ 544,117.84 |
| Supplies | 207,110.00 | 17,259.17 | 16,276.10 | 190,833.90 | 16,276.10 |
| Services & Charges | 974,887.00 | 81,240.58 | 113,439.28 | 861,447.72 | 113,439.28 |
| Other | 818,500.00 | 68,208.33 | 35,998.71 | 782,501.29 | 35,998.71 |
| **Total** | **$ 7,319,663.00** | **$ 609,971.92** | **$ 709,831.93** | **$ 6,609,831.07** | **$ 709,831.93** |
| **Percent Expended** | | **8.33%** | **9.70%** | | |

| **Encumbered** | Amount | Expended Year-to-Date | Balance | Current Month Expended |
|---|---|---|---|---|
| FY 2003-04 Encumbered | 228,427.00 | 139,816.03 | 88,610.97 | 139,816.03 |

# LINCOLN CITY LIBRARIES - FUND BALANCES
## SEPTEMBER 2004

| | Beginning Balance | Current Month Receipts | Current Month Expended | Ending Balance |
|---|---|---|---|---|
| **GRANTS** | | | | |
| Net Lender Fund | $ 1,143.44 | $ - | $ 172.46 | $ 970.98 |
| Children's Services Grant | 826.05 | - | 38.00 | 788.05 |
| NLC Continuing Education Grant | - | - | 310.00 | (310.00) |
| Nebraska Humanities Council | - | 500.00 | 500.00 | - |
| NE Green Space Grant - BMPL | (6.00) | - | - | (6.00) |
| State Aid 2003 | 1,606.28 | - | 1,606.28 | - |
| State Aid 2004 | 38,676.08 | - | 1.77 | 38,674.31 |
| LSTA 2004 | (5,977.31) | - | 1,416.54 | (7,393.85) |
| Urban Library System 1994-95 | 6,233.27 | - | - | 6,233.27 |
| **OTHER FUNDS** | | | | |
| Library Bond Issue 1999 | $ 13,919.00 | $ - | $ - | $ 13,919.00 |
| Keno Fund | 13,050.76 | - | 13,050.76 | - |
| Miscellaneous Library Donations | 69,550.24 | 27,379.95 | 22,236.48 | 74,693.71 |
| Alice Nielson Bequest | 234,678.56 | 742.36 | - | 235,420.92 |
| Charles H. Gere Library Fund | 114,453.93 | 362.05 | - | 114,815.98 |
| Joseph J. Hompes Trust | 48,504.83 | 146.66 | 11,566.38 | 37,085.11 |
| Heritage Room Fund | 46,082.58 | 21,803.54 | 3,214.71 | 64,671.41 |
| Lillian Polley Trust Fund | 335,966.15 | 1,098.41 | 14,475.68 | 322,588.88 |

| **HERITAGE ROOM**<br>**FY 2004-05 Operating Budget** | Budget | Current Month Expended | Year-to-Date Expended | Balance |
|---|---|---|---|---|
| Personnel | $ 33,009.00 | $ 3,214.71 | $ 3,214.71 | $ 29,794.29 |
| Media & Unclassified | 400.00 | - | - | 400.00 |
| TOTAL | $ 33,409.00 | $ 3,214.71 | $ 3,214.71 | $ 30,194.29 |

| **LILLIAN POLLEY**<br>**FY 2004-05 Operating Budget** | Budget | Current Month Expended | Year-to-Date Expended | Balance |
|---|---|---|---|---|
| Personnel | $ 132,007.00 | $ 13,405.70 | $ 13,405.70 | $ 118,601.30 |
| Supplies | 250.00 | - | - | 250.00 |
| Other Services & Charges | 1,567.00 | 60.00 | 60.00 | 1,507.00 |
| Capital Outlay | 10,000.00 | 532.74 | 532.74 | 9,467.26 |
| TOTAL | $ 143,824.00 | $ 13,998.44 | $ 13,998.44 | $ 129,825.56 |
| FY 2003-04 Encumbrances | $ 734.21 | $ 477.24 | $ 477.24 | $ 256.97 |

October 15, 2004

Barbara Bauer
2321 Devonshire Drive
Lincoln, Nebraska 68506

RE: Outdoor Recreation Areas at Park Middle School / Cooper Park

Dear Ms. Bauer:

City Council member Glenn Friendt asked that I review and respond to your concerns regarding the outdoor recreation areas at the Park Middle School / Cooper Park site presented to the City Council during their August 20 meeting.

I have reviewed the minutes of the July 10, 1989 City Council meeting, and the associated resolution authorizing an agreement between the City of Lincoln and Lincoln Public Schools regarding jointly constructing and operating outdoor recreation facilities at the Park Junior High, now Park Middle School, and Cooper Park site. This parties agreed that it would be mutually beneficial to construct outdoor recreation facilities on the combined area of the school site, vacated 'F' Street and Cooper Park. The play field, outdoor basketball courts and sand volleyball court referenced in your testimony were constructed in this area. Per the agreement, the School District has priority use for use of the facilities on school days from 8:00 am to 6:00 pm, and is responsible for maintenance. The City may use the facilities at other times, and is to pay an equitable share of the maintenance costs on an annual basis based upon use. The agreement is in effect until September 1, 2030, and may be extended.

The play field and play courts are used for physical education, lunchtime activities and school athletic programs. In addition, neighborhood residents heavily utilize the basketball courts in the evenings. The Parks and Recreation Department does not operate a youth soccer program and does not use currently use the play field for team sport programs.

I shared your concerns with Terry Neddenriep, Principal of Park Middle School. He indicated that basketball nets are replaced as they get worn and deteriorated. . The play field is not irrigated, as is the standard practice of the School District for practice fields. It has been impossible to establish and maintain turf on the play field due to heavy use and lack of irrigation. Dr. Neddenriep was unaware of any maintenance concerns or problems with the sand volleyball court.

I hope that I have been able to address your concerns. Please phone me at 441-8265 with questions or comments.

Sincerely,

Lynn Johnson
Parks and Recreation Director

Cc: Mayor Coleen Seng
Lincoln City Council members
Terry Neddenriep, Park Middle School Superintendent
Scott Wieskamp, LPS Director of Facilities and Maintenance

# MEMORANDUM

**TO:** City Council Members

**FROM:** Greg Czaplewski, Planning Department

**SUBJECT:** Special Permit #04035, Andrea's Court CUP

**DATE:** October 19, 2004

**CC:** Chris Kodad
Ross Engineering, Inc.

After discussing this matter with the Law Department, we have been informed the City Council may approve the waivers (lot area, front setback, rear setback, and sidewalk along the south side of the private roadway) without additional Planning Commission review.

It is Planning Staff's understanding the Applicant is now also proposing grading revisions that are related to their request to waive this sidewalk. Neither the Planning nor the Public Works and Utilities Departments have received or reviewed the revised grading plans. Therefore, Planning Staff does not support the request to waive the sidewalk at this time.

Should the City Council choose to approve the sidewalk waiver, Planning Staff recommends a new condition be added giving the Public Works and Utilities Department authority to approve a revised grading plan.

Thank you.

Lincoln City-Lancaster County Planning Department
555 S. 10th St., Rm. #213 • Lincoln NE 68508
Phone: 441-7491 • Fax: 441-6377

# MEMORANDUM

**TO:** City Council Members

**FROM:** Greg Czaplewski, Planning Department

**SUBJECT:** Street and Alley Vacation #04003, follow-up information to letter from Petitioner

**DATE:** October 15, 2004

Attached is a letter from the Petitioner asking to waive one of the conditions of approval. This memo confirms a request to vacate the plats near 21st and Vine Streets (MISC #04004) has been submitted. The right-of-way subject to SAV #04003 is included in the plat vacation area. The plat vacation is on hold with the Planning Department until such time as the current Vine Street project is complete.

Although the vacation of this right-of-way will create lots without access, the proposed plat vacation will correct that deficiency. Therefore, Planning Staff supports Petitioner's request to waive Condition 1.4.

Thank you.

Lincoln City-Lancaster County Planning Department
555 S. 10th St., Rm. #213 • Lincoln NE 68508
Phone: 441-7491 • Fax: 441-6377

UNIVERSITY OF Nebraska Lincoln

Property Management

October 14, 2004

City Council
555 South 10th Street
Suite 111
Lincoln, NE 68508

RE: Street & Alley Vacation 04003 - N. 21st Street, between Vine & W Streets & adjacent to east-west alley 21st & 22nd Street

City Council Members:

On May 18, 2004, the City Planning Department sent the University a letter outlining conditions to be completed prior to Street and Alley Vacation #04003 appearing before the City Council. Upon receiving this letter, I discussed the terms of the conditions with Greg Czaplewski, Planner with the City Planning Department. We came to the conclusion it would best serve the University's needs to send forth an application to Vacate the Plat (within the subject area) to respond to "Condition 1.4" outlined in the May 18, 2004 letter [attached].

On June 24, 2004 I submitted a Petition to Vacate two plats; one at **21st and Vine Streets** as well as one **along North 14th and Salt Creek**. The North 14th and Salt Creek Plat was vacated per Ordinance No. 18426 on August 16, 2004. A portion of the plat to be vacated at 21st and Vine is owned by the Joint Antelope Valley Authority (JAVA), and even though JAVA supports the University's request to vacate the streets and alley outlined in the above application, JAVA does not support the plat vacation at this time. This was based on the fact that after the Antelope Valley Project is completed small isolated pieces of land owned by JAVA within the subject area would then be transferred to the University, after which the plat vacation could be granted to one owner, the Board of Regents.

Therefore, the University respectfully requests the City Council (at the October 25, 2004 public hearing) waive "Condition 1.4" as a requirement for the street and alley vacation, pending the completion of the Antelope Valley Project and approval of the Plat Vacation request as submitted on June 24, 2004.

Sincerely,

Linda Cowdin

Linda Cowdin
UNL Property Manager

Attachment

c: Greg Czaplewski, City Planning Department
Wayne Teten, Joint Antelope Valley Authority

1901 Y Street / Lincoln, NE 68588-0605
(402) 472-3131 / FAX (402) 472-5908

CITY OF LINCOLN
NEBRASKA
MAYOR COLEEN J. SENG
www.ci.lincoln.ne.us
Lincoln-Lancaster County
Planning Department
Marvin S. Krout, Director
Mary Ann Ross-Stewart, Chair
City-County Planning Commission
555 South 10th Street
Suite 213
Lincoln, Nebraska 68508

RECEIVED
MAY 19 2004
UNL FMP

May 18, 2004

Dear Property Owner:

RE: Street & Alley Vacation No. 04003
(21st & Vine Streets)

On May 12, 2004, the Lincoln City-Lancaster County Planning Commission voted 8-0 to find the above referenced proposed street vacation to be in conformance with the Comprehensive Plan, with conditions of approval.

This application will not be scheduled on the City Council agenda until the following conditions have been satisfied:

1.1 Meet the provisions of Chapter 14.20 of the Lincoln Municipal Code.

1.2 Provide an easement over the entire vacated area for existing and future utilities. City will provide

1.3 Post a bond in the amount of $5,000 to guarantee the removal of the existing street return and building of a driveway to serve this area, to be completed within two (2) years of the vacation of this right-of-way.
5/18 Submitted as EO to Buff Office.

1.4 Submit to the Planning Department a document and filing fee to be filed with the Register of Deeds indicating the lots without frontage to a public street are unbuildable. Filing Plat Vacation

5.21.04 City Legal + Real Estate Department working on this per Tom B w/ Olsson Assoc.

1.5 File revised Petitions showing the University of Nebraska as owner of Lot 9, Block 8, Vine Street Addition, or file a conveyance with the Register of Deeds transferring ownership of Lot 9, Block 8, Vine Street Addition, from the University of Nebraska to JAVA.

Please feel free to contact me if you have any questions or need additional information (402-441-6365) or plan@ci.lincoln.ne.us.

Sincerely,

Jean Walker

Jean Walker
Administrative Officer

I:\pc\notif\action letters\2004\act0512.04

cc: Linda Cowdin, Property Manager, UNL, 1901 Y Street, 68588
Joint Antelope Valley Authority, Real Estate Dept., 808 "P" Street, #400, 68508
Clint Thomas, Real Estate
Mary Jane Steward, Downtown N.A.
Ed Patterson, Malone N.A.
Barb Morley, Malone N.A.

LINCOLN
The Community of Opportunity

# M e m o r a n d u m

**To:** City Council

**From:** Allan Abbott
Director of Public Works & Utilities

**Subject:** Snow Removal

**Date:** October 15, 2004

As you recall during our budget presentation I indicated that Mr. Van Valkenburg has suggested that we use garbage trucks to aid in our snow removal efforts because there are other Cities in the country that use this practice. I indicated that because in Lincoln the Refuse pick up is a private operation it did not appear to be feasible here.

Mr. Camp asked that we contact the Haulers Association on this matter. Attached is a response from Mr. Steve Hatten, President of the LSWMA, indicating that at present this is not a viable option.

Attachment

*Snow Removal_Memo to City Council Oct 2004 ALA.wpd*

**Lincoln Solid Waste Management Association**
**5401 N. 57th Street**
**Lincoln, Nebraska 68507**

**COPY**

October 5, 2004

RECEIVED
OCT 14 2004
DIRECTOR
PUBLIC WORKS - UTILITIES
OCT 13 2004

A.F. "Bub" Edwards
Superintendent of Roads & Storm Sewer
City of Lincoln
Public Works/Utilities Department
Street Maintenance Operations
901 N. 6th Street
Lincoln, Ne 68508

Re: Thoughts on using garbage trucks to push snow.

Dear Bub,

Thank you for the opportunity to share our thoughts on using garbage trucks as snow plows. As president of the Lincoln Solid Waste Association, I represent about 30 small business owners in the garbage business in Lincoln and Lancaster County. In addition, I have about 28 years of driving experience behind the wheel of a garbage truck in Lincoln and am intimately aware of the trials and challenges of winter weather driving.

We know that in New York City, they utilize their fleet of garbage trucks to clear their streets during the winter. We don't feel that they can do both hauling waste and pushing snow simultaneously. One mission would have to be put on hold, while they focus on snow removal. In our business, our customers still need and expect waste removal service, even when it snows.

As small businessman, we are always alert to new business opportunities. At first glance, pushing snow seems like a possible opportunity. We have brain stormed this subject and several key issues were identified.

1. Nearly all of our trucks work every day of the week except for Sundays. Most companies work on Sundays using fewer trucks. It doesn't matter if it snows or not. When it snow really hard, it usually makes our days longer. We can only recall maybe 2 or 3 days in the past several winters when the police have asked us not to drive due to winter conditions. Ordinarily, we work during and through the storms.

2. There is new U.S. Department of Transportation regulations on hours of service for commercial drivers. DOT limits the hours per day for duty and driving, and the hours per week that all drivers can operate. This regulates the amount of time we can haul waste and would drastically impact the hours available to push snow.

3. The costs of adding the snowplow and attachments to each of the vehicles would be very expensive. In addition, the added weight and length of the equipment may be impacted by the State highway over-weight laws.

4. A large unknown would be the damage and ware and tare on the truck, to include front tires, steering alignment, and the hydraulics of operating the snowplow.

5. Last but not least, the subject of owners and drivers liability from accidents of hitting cars, mailboxes and other objects needs to be considered. In addition, getting stuck and needing towed out may increase our costs also. It wouldn't take too many insurance claims caused by a tired, fatigued driver on icy roads to drive up the cost of operations.

We would look forward to discussing this subject with you in the future if you so desire. We are sure there are other issues of concern that we have not considered. Good luck in your planning.

Respectfully,

Steve

Steve A. Hatten
President, LSWMA

LINCOLN ELECTRIC SYSTEM

October 14, 2004

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

Dear Councilman Cook:

This letter and attached information is in response to Dan Marvin's request for information which you forwarded to me as City Council RFI #118. For reference, a copy of the RFI is provided in Attachment A. LES would be glad to meet in a pre-council session and cover this information in as much detail as you would like.

**The first part of Question 1 relates to the cost of Rokeby units 2 and 3 combustion turbines and the impact on the LES' debt ratio.**

***Response:*** The capital cost of Rokeby units 2 and 3 was approximately $30.4 million each. LES does not do project specific financing, but borrows the necessary amount of funds to meet our total capital requirements using a mix of bonds and net revenue. Attachment B contains a chart of our debt ratio which shows actuals from 1986 - 2003 and a projection from 2004 - 2008. In addition to Rokeby units 2 and 3 projects, other projects that are contributing to the increase in debt ratio are the Salt Valley Generating Station which had the majority of its capacity coming into service in 2003 with the add-on combined cycle portion being complete in 2004. Two blocks of capacity from our participation in Council Bluffs Unit No. 4 will be coming on in 2007 and 2009. With the increasing amount of debt for these resource additions, it is apparent that the historical coverage levels will not be adequate to get the debt ratio back below 70% which is our long-term target. With all of the discussion about the cost of growth, it should be noted that about 100 megawatts of these capacity additions represents capacity which is replacing an expired long-term contract with Nebraska Public Power District for a share of the Cooper Nuclear Station. Additional resources are not entirely attributed to serving new customers, we also see growth in energy use among existing customers.

**The second part of Question 1 related to utilization rates for Rokeby units.**

***Response:*** The annual hours of operation for these units ranges from 150 - 450 hours per year. On a capacity factor basis (which is the ratio of the energy actually produced by the units to the amount that could theoretically be produced by running the unit full load every hour of the year) these peaking units are in the 1% to 4% range.

1040 O Street P.O. Box 80869 Lincoln, NE 68501-0869 402.475.4211 Fax 402.475.0446 www.les.com

As units with the lowest capital cost, combustion turbines fill a role in providing emergency response and reserve capacity. In low capacity factor situations, the benefits of low capital cost outweigh the high energy production costs. These units are intended to be used for short periods of time during the hottest and highest load periods of the summer, for emergency conditions where LES or other members of our reserve sharing pool might have failures of base-load units, or in conditions similar to the tornado conditions we had in early summer of 2004 where a number of transmission lines were taken out of service. With severe transmission limits, the amount of power we could import from outside of our service area was limited so the units were on line both to serve internal load and to help prevent voltage collapse.

**The third part of Question 1 asks about the actual performance of the Rokeby units versus the projected performance.**

***Response:*** The Rokeby #2 and #3 units have performed very well since installation in 1997 and 2001. In fact the tested performance level for these units was significantly higher than the manufacturers contracted guarantee. In addition, LES has added capacity enhancements to these turbines, such as the inlet air cooling systems, which were installed at a significantly reduced cost when compared to installation of additional peaking units. These enhancements provide an efficient means of utilizing off-peak energy for the provision of peak load capability.

As peak load generating units, the construction cost of these resources was approximately one-fourth the cost of more expensive, base-load, coal-fired units. However, they consume primarily natural gas, with backup fuel oil capability which obviously is several times the cost of coal. The purpose for these units, as indicated earlier, is primarily for short-term generation and for emergency conditions when wholesale prices are either extremely high or wholesale energy is not available in the power market.

The studies justifying the addition of these units were reviewed in detail by the LES Administrative Board's Operations & Power Supply Committee and they were reviewed and approved by the full LES Board. The projects were in the Capital Improvement Program approved by the Lincoln City Council and also subject to review, hearings and approval by the Nebraska Power Review Board (PRB). The PRB's authority regarding the approval of new generation facilities is set out in section 70-1014 of the Revised Statutes of Nebraska which says "... before approval of an application, the board shall find that the application will serve the public convenience and necessity, and that the applicant can most economically and feasibly supply the electric service resulting from the proposed construction or acquisition, without unnecessary duplication of facilities or operations."

**The last part of Question 1 asks about a cost comparison between Rokeby 2 and 3 versus the cost of purchasing wholesale power through MAPP and includes a map with regional identifications and a chart indicating electricity price in dollars per megawatt-hour at three energy trading hubs.**

***Response:*** The table with energy prices is not very relevant because none of the listed trading hubs are within the MAPP region. The Mid-Columbia hub is in Washington State, Palo Verde is in Arizona and Cinergy is in Ohio.

Price tables such as the one in the RFI have limited relevance for a number of reasons. Such a table is not useful in determining whether or not to build generating capability because market purchases of the type listed in the table do not meet accreditation requirements of the Mid-Continent Area Power Pool (MAPP). In order to meet contractual requirements to the reserve sharing pool, **a utility must have accredited capacity either owned or otherwise entirely dedicated by contract in an amount to cover the utility's maximum peak load plus an additional 15%**. Because utilities are expected to have 15% more capacity than you would normally use, the objective is to install the type of capacity with the lowest capital cost which is the category of peaking units, as noted in previous answers. Since peaking units have high production costs which can range from $40 a megawatt-hour to $60 a megawatt-hour depending upon the efficiency of the unit and the price of the oil or gas fuel, we always check with other utilities in the pool prior to starting our peaking units in order to see if we can make purchases at a lower cost. If we can find another utility willing to sell energy at lower than our production cost, then we have to attempt to arrange a transmission path to get the power to Lincoln. Such transmission paths are not always available for these types of hourly or daily transactions. After the fact, the pool looks at each utility to determine that they did in fact meet the reserve requirements with accredited capacity. The only time market energy purchases come into the reserve calculations is if they were purchased in order to allow a utility to serve Certified Interruptible Demand across their highest load hours. The penalties for not meeting the requirements are stiff. If we were short an amount of capacity equal to either Rokeby No. 2 or Rokeby No. 3 the penalty, even for a deficit that might only last an hour, could be up to $9 million. There is no feasible alternative to participation in the pool and compliance with the pool rules. The required backup capacity would be much larger if we were trying to cover all of our contingencies entirely within the LES system.

The numbers in the table of the RFI can also be misleading to those not familiar with the utility industry because the energy industry can use the same term to mean different things. For instance, when a utility normally uses the term peak or on-peak related to its load profile it usually means the time period around its highest loads ..... a hot summer day during the week in LES' case. In the case of energy trading, such as the table shown, the term on-peak usually means the average price for the 16 hour period between the hour ending at 7:00 a.m. and the hour ending at 10:00 p.m. for all week days plus

Saturday, but excluding Federal holidays. Therefore the trading term "on-peak" refers to period that covers more than half of the hours in a year, certainly a lot broader portion of our load curve than we would consider using peaking units. Energy pricing for the few hours close to regional high load periods is very volatile. As it turns out, for the Wednesday, September 15th day listed in the table in the RFI we had no peaking units running and we were making market purchases during the day mostly at $37 per MWh with 1 small block in the afternoon priced at $44 per MWh.

**Question 2 asks about LES' Administrative and General (A&G) expense and makes comments about LES' expenses compared to Tri-State G&T, Basin Electric Power Cooperative, OPPD, and NPPD.**

***Response:*** First, it is necessary to take issue with the statement that Tri-State and Basin Electric have similar corporate structures to LES. Tri-State and Basin are both multi-state cooperatives that supply only wholesale power and serve **NO** retail customers. They are not vertically integrated utilities like LES. Even NPPD is primarily a wholesale power entity. NPPD has total revenue that is several times that of LES and yet they have about 40,000 fewer retail customers than LES. Further, NPPD and OPPD are not municipal utilities as claimed in the RFI.

The RFI is correct that just looking at LES' A&G numbers shows significant increases in the past few years. The increases are primarily due to three items, a change in accounting for A&G, retaining some rapidly escalating costs in A&G, and a write-off of the cost of litigation with NPPD.

The American Public Power Association (APPA) publishes a document called Selected Financial and Operating Ratios of Public Power Systems. The latest document was published in 2004 using data through 2002. The APPA report compares A&G expense per customer. Please see the chart in Attachment C which shows how the LES A&G expense has tracked compared to several other groups of Public Power utilities. From that chart you can see that the LES numbers tracked way below the averages prior to 1998. In the late 1990's the LES Administrative Board's Budget and Rate committee asked LES to review how costs were allocated internally. As a result of that review we adopted significantly changed accounting methods. Although there are wide variations in accounting practices for A&G in the utility industry, LES and the Board believed the changes would cause LES to be using methods closer to the majority of utilities. The chart shows the changes did move LES to where our A&G expense was right on top of the average for 2002, the latest year in the report. The LES number for 2001 shows a significant spike which was due to the write-off of the cost of lengthy litigation related to Cooper Nuclear Station.

In addition to the accounting change, some of the cost components of A&G have also been escalating much faster than inflation, including health insurance and worker's compensation. Property insurance has increased rapidly due to the compounding effect of

increasing rates and the significant additions LES has made to operating plant over the last few years.

**The second part of Question 2 asks for information by fund categories so that Mr. Marvin can compare growth rates with his comparison group**.

***Response***: Attachment D contains a breakdown of A&G costs from 1997 through 2003 as requested. However, as noted earlier, Mr. Marvin's comparison group bears little similarity to LES. The differences in accounting practices makes one-on-one comparisons difficult. APPA's national survey using data from over 350 public power utilities is a better indicator that LES' A&G expenses are not out of line.

**Question 3 asks for 2 years of itemized power consumption for street and traffic signals**.

**Response:** We are only providing the full requested detail to Mr. Marvin and Mr. Cook since it requires a separate 6 inch thick binder. For the rest of the City Council and other copies of this response, we are providing a sample of the type of detail in Attachment E. We believe the consumption figures are accurate because between LES and City staff we know the number and wattage of each lamp.

**A second part of question 3 indicates that the majority of the increase proposed for street lights and traffic signals occurs in the 2nd year**.

***Response:*** The suggestion is accurate and we noted that fact in the discussions with the City Council. In most cases we split increases equally between the two years. Since the City Council had already approved a City budget for 2004-2005 with a 5% increase in the Street Light and Traffic Signal costs, we held the first year at 5% and put the rest in late 2005. The costs charged are based on cost of service. With the combined effect of the city taking over the debt component and the proposed 2 year increase in traffic signal and street light rates, the city still expects to realize a net savings of several hundred thousand dollars per year. LES recognizes that when other classes of customers need rate changes that are way above the average increase, we have phased the increases in over several years. We have no problem taking the same approach here.

In the last paragraph of the letter, Mr. Marvin seems to be puzzled that the rate review process for public power utilities does not involve the adversarial system typical of investor owned utilities. Given the difference in the objectives of the two types of utilities, the differences in the rate processes are appropriate. After all, an investor owned utility is trying to maximize return to shareholders, and they typically have a bonus pay structure heavily weighted to that metric. Their goal is to achieve the highest rates of return allowed by law and they are not bashful about asking for increased rates of return. For public power, our shareholders are the public we serve. Our goal is to have the lowest rates possible while maintaining sound financials.

LES has an Administrative Board of non-paid directors who serve as representatives of the ratepayers and have a direct voice in the operation and management of the utility. The Lincoln City Charter grants powers and duties to the Board, including "... the Lincoln Electric System Administrative Board shall have general control of the Lincoln Electric System of the City of Lincoln including the responsibility for the control and management of the property, personnel, facilities, equipment and finances of said Lincoln Electric system." Board members spend a significant amount of time to make sure LES is acting in the public interest.

As noted in the response to an earlier question, the Nebraska Power Review Board also reviews projects for public convenience, necessity and economics.

In summary, adequate oversight exists with the current system and the bond Rating Agencies give LES and the City high marks for the reasonableness and straightforward nature of the regulatory process.

**Attached to the RFI were several tables.**

Table 1 showing LES Revenue and Expenses shows A&G costs addressed in other questions.

Table 2 of Comparison of State Power Prices seems to be added without comment or analysis. The data is interesting, because it is the bottom line of rates that is important to customers. We have made the data easier to see with the charts in Attachment F. We took the column of 2004 data, added the numbers for LES, and ordered the numbers from highest to lowest to show where LES ranks including a comparison to the US average. The results show LES rates from 17% to 29% below the national average.

Table 3 shows expenses for about 10% of the Nebraska utilities. The wide range of differences in the numbers and ratios shows how difficult it is to do one-on-one comparisons, especially with few of the utilities listed being vertically integrated like LES.

If there are any further questions let us know. As was noted at the beginning of this letter, LES would be willing to meet with the City Council to go over the RFI and these responses in detail.

Sincerely,

S/Terry L. Bundy

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

S/Thomas G. Schleich

Thomas G. Schleich
Chair, LES Administrative Board

TLB:cls

Attachments

Referred to: Terry Bundy, Lincoln Electric System

**REQUEST FOR INFORMATION**
**COUNCIL OFFICE**

By: Jonathan Cook - #118 (Council Member) September 17, 2004 Date

REQUEST: RE: LES Budget & rate increase request

Please respond to the attached E-Mail and send me a copy of the response. Please respond to Dan Marvin with copy to me. The answers can be provided by E-Mail instead of paper, if you prefer. Please send the reply to me, the Council Office, and Dan. Thanks.

-Jonathan Cook

cc: Dan Marvin (dmarvin@neb.rr.com)
2523 Woods Blvd. (02) - **YOUR INFORMATION - COPY OF REQUEST SENT BY COUNCIL MEMBER, NO RESPONSE REQUIRED FROM YOU**

Mayor's Office

RESPONSE (Indicate action taken): By: _____ Date

COMMENTS:

**PLEASE RESPOND WITH 15 COPIES** to the Council Office/tjg

**JCookCC@aol.com**

09/15/2004 11:39 PM

To TBundy@les.com

cc tgrammer@ci.lincoln.ne.us, JRay@ci.lincoln.ne.us

bcc

Subject RFI from Dan Marvin

History: This message has been forwarded.

Terry,

Attached is an RFI from Dan Marvin. I'm interested in getting answers to the questions he has asked. They are important as we discuss the upcoming LES budget and rate increase request.

The answers can be provided by e-mail instead of paper, if you prefer. Please send the reply to me, the Council Office, and Dan.

Thanks.

Jonathan LES RFI 2004-09-15.PDF

# Request for Information

Wednesday, September 15, 2004

From

Dan Marvin

2523 Woods Blvd
Lincoln NE  68502
402 421-2024
dmarvin@neb.rr.com

Jonathan Cook
City Council
2701 Stratford Ave
Lincoln, NE 68502

Re LES meeting.

Dear Councilman Cook

Thank you for inviting me to the LES meeting on Friday. I appreciated the opportunity to meet Terry and some of his staff. I would like to relay through you a few follow up questions that resulted from that meeting and would ask that you forward them on in an RFI to Mr. Bundy.

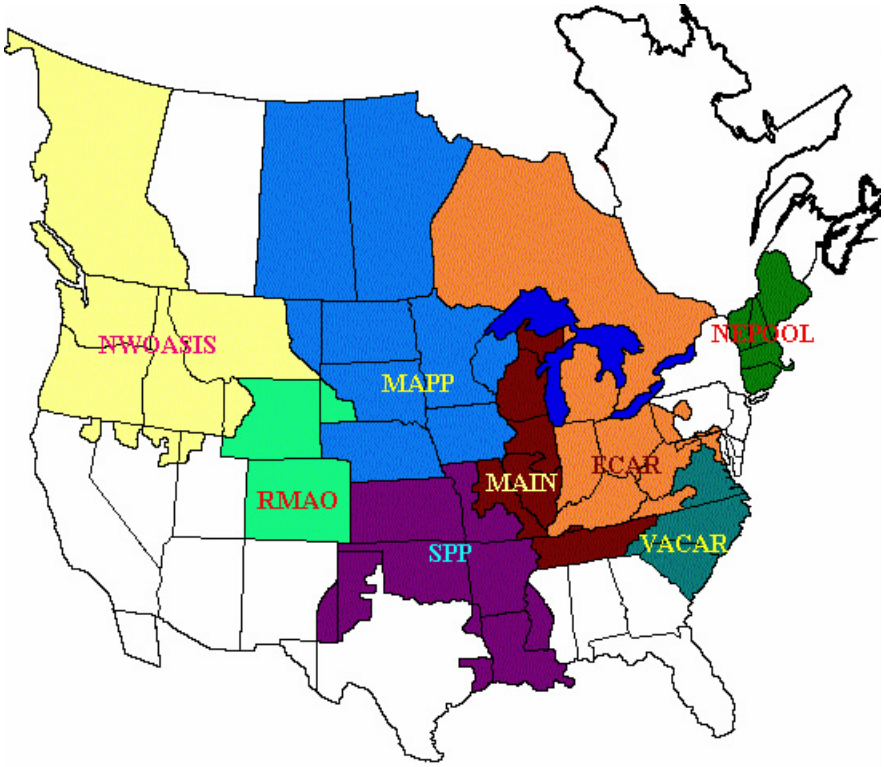
1. I would like to know the amount of debt that is tied up in the Rokeby gas fired plants. The reason I would like to know this is Mr. Bundy said that the reason for the rate increase is not because of the debt service coverage ratio but because of the debt to equity ratio.

   - Specifically I am interested in the cost of both the Rokeby 2 Combustion Turbine and Rokeby 3 Combustion Turbine. These plants were put into service in 1997 and 2001. <u>I would like to know what impact these purchases had on LES's debt to equity ratio.</u>

   - Mr. Bundy also commented about the cost structure of these plants. He said that they produce electricity at a cost of $50 per Megawatt. <u>I am interested in the utilization rates for these plants since they were installed.</u>

   - <u>I am also interested in the actual performance of these plants vs. the projected performance of these plants prior to their purchase.</u> I assume that the board reviewed financial projections on these plants prior to giving the purchase go ahead. I would be interested in knowing if there costs of operation and utilization rates have met projections.

- I am interested in a cost comparison between Rokeby 2 & 3 verse the cost of purchasing wholesale power through the MAPP (see map below)




| ELECTRICITY ($/megawatt hour) | | | | |
|---|---|---|---|---|
| | PRICE* | CHANGE | % CHANGE | TIME |
| Mid-Columbia, firm on-peak $ | 39.57 | -3.01 | -7.07 | 09/15 |
| Palo Verde, firm on-peak $ | 42.05 | -3.48 | -7.64 | 09/15 |
| Cinergy, firm on-peak $ | 38.65 | 3.82 | 10.97 | 09/01 |

*Commodity futures and energy prices are in U.S. dollars.
Source Bloomberg

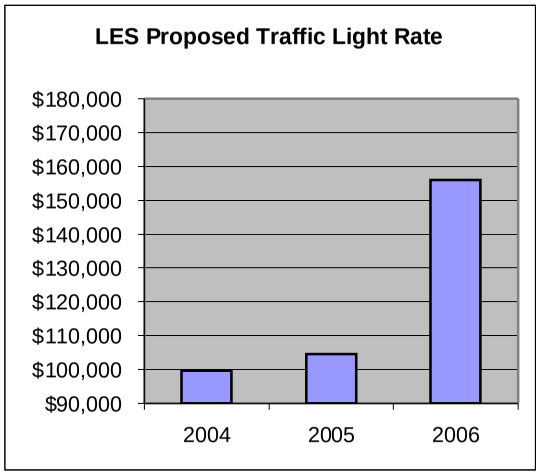
2. Prior to our meeting I looked at a number of utilities besides just LES. I am concerned with the growth in the administrative and general expense category. This cost item is the fastest growing cost to LES and is growing at over an 8% annualized rate for the last several years. In one year (2001) LES saw fit to footnote the large increase by identifying legal expenses related to Cooper Nuclear as the reason. For all of the other years there were no footnotes to identify extraordinary events.

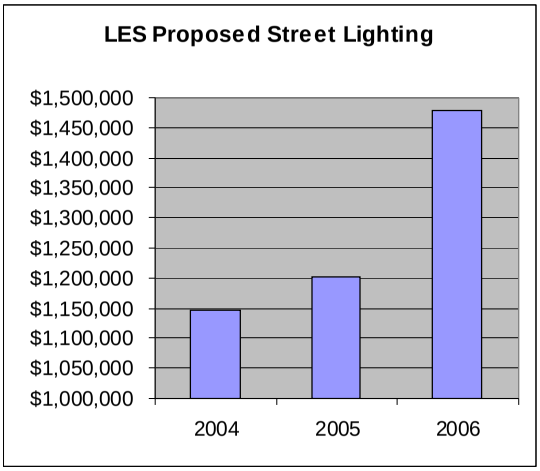
Besides comparing the growth in the administrative and general expense to NPPD and OPPD I also looked at nearby utilities, Tri-State Generation and Transmission Association, Inc. and Basin Electric Power Cooperative. While neither Tri-State Generation and Transmission Association, Inc. and Basin Electric Power Cooperative are municipals like LES OPPD and NPPD both are similar in corporate structure and operate in the mid-west.

Only in the case of OPPD did it show large increases in its administrative and general expense, and in that case OPPD quantified the added cost, a huge cost increase related to their defined benefit pension expense, an expense that LES does not have.

- Mr. Bundy's letter of July 1, that itemized the fund categories that make up the administrative and general expense was very helpful. I would ask that 1997 and 1999 figures be made available so that I can see which fund accounts have grown at the most rapid rate and then compare that growth to the other utilities in my comparison group.

3. Street light power consumption. At the LES meeting Mr. Bundy said that accurate records exist that itemize the power consumption for both the street and traffic lights. Mr. Bundy said that a report that shows this itemized power consumption is sent annually to the city. I would ask that the last two years of this report be made available for my review. This report should show the amount of electricity used by the city's traffic and streetlights, and the rate charged.




As the charts above indicate, the three percent rate increase requested by LES is not consistent with the allocation of that rate increase to the city's traffic and street lighting costs. Most of that allocation of the rate increase is applied in the second year.

I believe this state is well served by it publicly owned power companies. But I have worked on several utility rate cases with investor owned companies. In those cases there is an adversarial system that pits the interests of the investor owned utility against the interests of the ratepayer. This does not appear to be the process public utilities undergo when they apply for a rate increase.

Sincerely

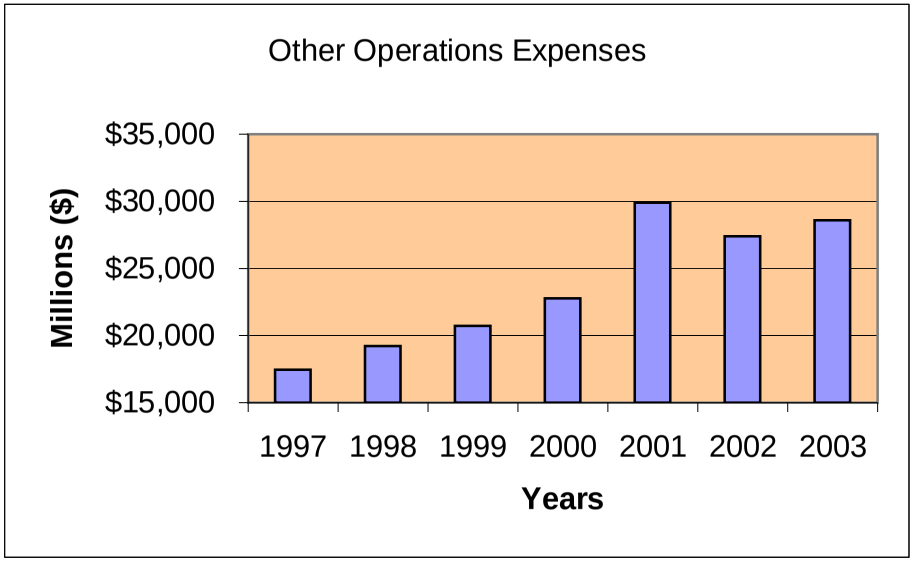
Dan Marvin

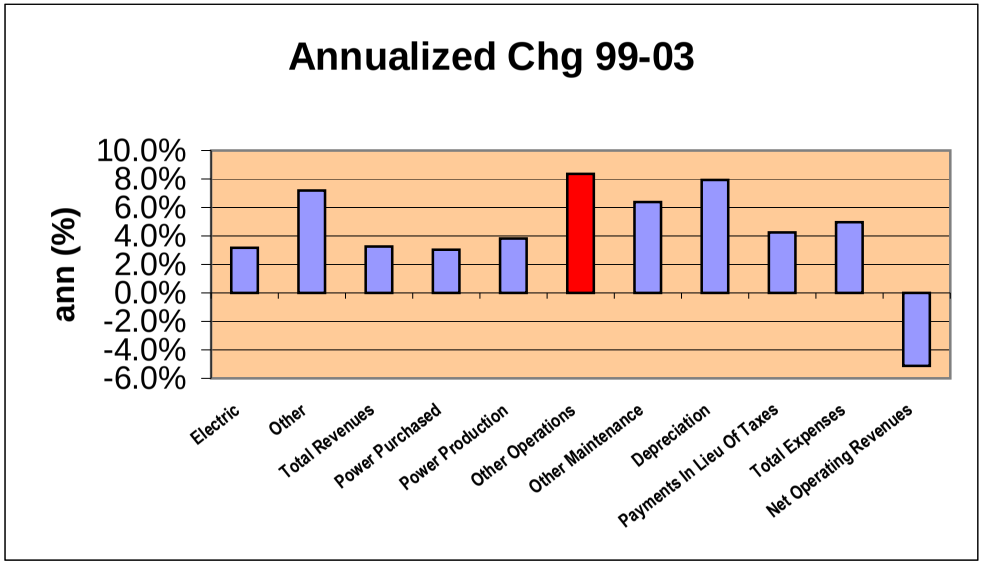
## Additional Information

1. LES Revenue and Expenses
2. Comparison of State Power Prices
3. Nebraska Power Companies – Production and Expenses

# Review of Lincoln Electric System Revenue 1997 - 2003

| | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | Annualized % chg 99-03 | Annualized % chg 97-03 |
|---|---|---|---|---|---|---|---|---|---|
| OPERATING REVENUES | | | | | | | | | |
| Electric | $ 132,356 | $ 142,421 | $ 145,443 | $ 151,242 | $ 155,702 | $ 161,112 | $164,824 | 3.2% | 3.7% |
| Other | $ 2,716 | $ 2,906 | $ 3,064 | $ 3,514 | $ 3,713 | $ 3,862 | $4,044 | 7.2% | 6.9% |
| TOTAL OPERATING REVENUES | $ 135,072 | $ 145,327 | $ 148,507 | $ 154,756 | $ 159,415 | $ 164,974 | $168,868 | 3.3% | 3.8% |
| OPERATING EXPENSES | | | | | | | | | |
| Power Purchased | $ 52,770 | $ 53,753 | $ 56,534 | $ 67,275 | $ 64,302 | $ 58,688 | $63,692 | 3.0% | 3.2% |
| Power Production | $ 14,655 | $ 16,388 | $ 16,839 | $ 19,035 | $ 19,151 | $ 19,180 | $19,567 | 3.8% | 4.9% |
| Other Operations | $ 17,448 | $ 19,209 | $ 20,728 | $ 22,762 | $ 29,908 | $ 27,403 | $28,584 | 8.4% | 8.6% |
| Other Maintenance | $ 3,184 | $ 3,649 | $ 3,364 | $ 3,039 | $ 3,804 | $ 4,077 | $4,308 | 6.4% | 5.2% |
| Depreciation | n/a | n/a | $ 16,517 | $ 17,126 | $ 18,625 | $ 19,566 | $22,409 | 7.9% | n/a |
| Payments in Lieu of Taxes | n/a | n/a | $ 6,307 | $ 6,688 | $ 6,803 | $ 7,135 | $7,449 | 4.2% | n/a |
| TOTAL OPERATING EXPENSES | n/a | n/a | $ 120,289 | $ 135,925 | $ 142,593 | $ 136,049 | $146,009 | 5.0% | n/a |
| NET OPERATING REVENUES | n/a | n/a | $ 28,218 | $ 18,831 | $ 16,822 | $ 28,925 | $22,859 | -5.1% | n/a |
| ** Administrative and General* | | | | *$ 16,787* | *$ 23,976* | *$ 20,702* | *$21,676* | *8.9%* | |




**Other Operation expenses include Administrative and General expenses. 2001 included one time expenses related to Cooper Nuclear**

*** Administrative and general expenses were only available from 2000 to 2003 and show a three year annualized change of 8.9%**

**Table 5.6.B. Average Retail Price of Electricity to Ultimate Customers by End-Use Sector, by State, Year-to-Date through May 2004 and 2003**
(Cents per kilowatthour)

| Census Division and State | Residential | | Commercial | | Industrial | | Transportation/ Other[1] | | All Sectors[2] | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 2004 | 2003 | 2004 | 2003 | 2004 | 2003 | 2004 | 2003 | 2004 | 2003 |
| **New England** | **11.86** | **11.22** | **10.29** | **9.4** | **7.83** | **7.67** | **NA** | **13.59** | **10.43** | **9.84** |
| Connecticut | 11.91 | 10.84 | 10.07 | 9.34 | 8.44 | 7.86 | NA | 9.71 | 10.57 | 9.74 |
| Maine | 12.65 | 13.07 | 10.84 | 9.79 | 3.63 | 3.89 | NA | 21.83 | 9.57 | 9.38 |
| Massachusetts | 11.44 | 10.88 | 10.11 | 9.2 | 8.25 | 8.4 | NA | 14.98 | 10.27 | 9.74 |
| New Hampshire | 12.26 | 11.85 | 10.79 | 10.14 | 9.94 | 9.35 | NA | 11.99 | 11.2 | 10.7 |
| Rhode Island | 11.95 | 10.56 | 10.62 | 8.84 | 8.47 | 7.91 | NA | 22.22 | 10.76 | 9.53 |
| Vermont | 12.8 | 12.6 | 11.35 | 11.11 | 8.03 | 8.07 | NA | 18.73 | 11.02 | 10.95 |
| **Middle Atlantic** | **11.3** | **11.01** | **9.91** | **10.12** | **6.35** | **5.76** | **NA** | **8.79** | **9.63** | **9.37** |
| New Jersey | 10.76 | 9.94 | 8.9 | 8.58 | 9.2 | 7.16 | NA | 17.04 | 9.6 | 8.9 |
| New York | 13.93 | 13.64 | 11.23 | 12.27 | 5.87 | 5.04 | NA | 8.15 | 11.39 | 11.07 |
| Pennsylvania | 9.25 | 9.18 | 8.58 | 8.38 | 5.89 | 5.8 | NA | 11.92 | 7.94 | 7.87 |
| **East North Central** | **8.05** | **7.86** | **7.21** | **7.42** | **4.47** | **4.6** | **NA** | **6.07** | **6.44** | **6.48** |
| Illinois | 8.14 | 7.96 | 7.13 | 8.25 | 4.38 | 5.25 | NA | 5.49 | 6.54 | 7.08 |
| Indiana | 7.04 | 6.87 | 6.15 | 6.02 | 4 | 3.94 | NA | 8.97 | 5.41 | 5.32 |
| Michigan | 8.32 | 8.32 | 7.61 | 7.32 | 4.67 | 4.75 | NA | 11.3 | 6.86 | 6.8 |
| Ohio | 8.1 | 7.87 | 7.59 | 7.66 | 4.68 | 4.64 | NA | 5.45 | 6.65 | 6.52 |
| Wisconsin | 8.82 | 8.37 | 7.02 | 6.72 | 4.74 | 4.56 | NA | 8.37 | 6.69 | 6.42 |
| **West North Central** | **7.13** | **6.99** | **5.92** | **5.82** | **4.23** | **4.16** | **NA** | **6.6** | **5.83** | **5.76** |
| Iowa | 8.37 | 8.15 | 6.62 | 6.36 | 4.08 | 4.02 | NA | 6.34 | 6.07 | 5.93 |
| Kansas | 7.42 | 7.45 | 6.31 | 6.33 | 4.45 | 4.61 | NA | 10.09 | 6.1 | 6.23 |
| Minnesota | 7.54 | 7.35 | 6.04 | 5.87 | 4.41 | 4.19 | NA | 7.95 | 5.94 | 5.75 |
| Missouri | 6.63 | 6.45 | 5.48 | 5.44 | 4.11 | 4.07 | NA | 6.08 | 5.66 | 5.59 |
| Nebraska | 6.19 | 6.12 | 5.56 | 5.35 | 4.01 | 3.9 | NA | 7.44 | 5.27 | 5.27 |
| North Dakota | 6.22 | 6.16 | 5.79 | 5.74 | 4.07 | 4.18 | NA | 4.16 | 5.46 | 5.42 |
| South Dakota | 7.2 | 7.21 | 6.34 | 6.32 | 4.51 | 4.6 | NA | 4.05 | 6.34 | 6.3 |
| **South Atlantic** | **8.07** | **7.81** | **6.91** | **6.59** | **4.4** | **4.15** | **NA** | **6.66** | **6.83** | **6.53** |
| Delaware | 8.1 | 7.98 | 7.06 | 6.96 | 4.53 | 4.12 | NA | 10.94 | 6.72 | 6.49 |
| District of Columbia | 7.55 | 7.68 | 6.76 | 6.77 | 4.96 | 4.66 | NA | 3.52 | 6.74 | 6.75 |
| Florida | 8.99 | 8.37 | 7.63 | 6.92 | 5.78 | 5.33 | NA | 7.74 | 8.13 | 7.54 |
| Georgia | 7.57 | 7.44 | 6.94 | 6.61 | 4.21 | 3.89 | NA | 8.56 | 6.41 | 6.17 |
| Maryland | 7.24 | 7.05 | 7.39 | 6.92 | 3.93 | 3.63 | NA | 10.28 | 6.25 | 5.84 |
| North Carolina | 8.18 | 8.08 | 6.62 | 6.5 | 4.68 | 4.5 | NA | 6.88 | 6.83 | 6.64 |
| South Carolina | 7.78 | 7.74 | 6.82 | 6.67 | 3.93 | 3.85 | NA | 6.77 | 6.01 | 5.88 |
| Virginia | 7.68 | 7.47 | 5.87 | 5.82 | 4.26 | 4.27 | NA | 5.45 | 6.33 | 6.18 |
| West Virginia | 6.14 | 6.18 | 5.51 | 5.48 | 4.23 | 3.75 | NA | 10.6 | 5.3 | 5.12 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **East South Central** | **6.88** | **6.54** | **6.84** | **6.46** | **3.9** | **3.73** | **NA** | **6.59** | **5.66** | **5.39** |
| Alabama | 7.39 | 7.04 | 7.19 | 6.74 | 4.13 | 3.82 | NA | 7.09 | 6.02 | 5.66 |
| Kentucky | 5.83 | 5.62 | 5.39 | 5.36 | 3.07 | 2.99 | NA | 4.72 | 4.35 | 4.21 |
| Mississippi | 7.68 | 7.39 | 7.82 | 7.22 | 4.65 | 4.49 | NA | 10.3 | 6.63 | 6.41 |
| Tennessee | 6.85 | 6.43 | 7.13 | 6.53 | 4.44 | 4.29 | NA | 9.3 | 6.12 | 5.78 |
| **West South Central** | **8.39** | **8.12** | **7.32** | **7.3** | **5.2** | **5.07** | **NA** | **7.26** | **6.94** | **6.87** |
| Arkansas | 7 | 7.02 | 5.65 | 5.6 | 3.93 | 4.07 | NA | 7.61 | 5.43 | 5.56 |
| Louisiana | 7.65 | 7.47 | 7.48 | 7.23 | 5.64 | 5.38 | NA | 7.92 | 6.84 | 6.66 |
| Oklahoma | 7.05 | 7.06 | 5.89 | 6.29 | 4.43 | 4.44 | NA | 5.25 | 5.91 | 6 |
| Texas | 8.98 | 8.59 | 7.7 | 7.67 | 5.38 | 5.24 | NA | 7.94 | 7.33 | 7.24 |
| **Mountain** | **7.81** | **7.77** | **6.85** | **6.7** | **4.8** | **4.82** | **NA** | **5.67** | **6.54** | **6.47** |
| Arizona | 7.96 | 7.92 | 7.11 | 6.96 | 5.27 | 5.14 | NA | 4.58 | 7.11 | 6.86 |
| Colorado | 8.16 | 7.79 | 6.67 | 6.23 | 5.21 | 4.83 | NA | 7.39 | 6.82 | 6.48 |
| Idaho | 5.79 | 6.65 | 5.24 | 5.93 | 3.7 | 4.35 | NA | 5.57 | 4.88 | 5.73 |
| Montana | 7.48 | 7.22 | 6.88 | 6.16 | 4 | 4.39 | NA | 8.83 | 5.89 | 6.1 |
| Nevada | 9.43 | 9.51 | 8.85 | 9.18 | 6.36 | 6.56 | NA | 6.93 | 7.98 | 8.14 |
| New Mexico | 8.54 | 8.51 | 7.39 | 7.41 | 4.9 | 4.75 | NA | 6.02 | 7.02 | 6.86 |
| Utah | 6.87 | 6.66 | 5.66 | 5.54 | 3.85 | 3.65 | NA | 4.49 | 5.41 | 5.22 |
| Wyoming | 6.75 | 6.77 | 5.86 | 5.71 | 3.82 | 3.69 | NA | 6.61 | 4.84 | 4.72 |
| **Pacific Contiguous** | **9.62** | **9.71** | **9.68** | **10.47** | **6.42** | **6.94** | **NA** | **6.5** | **8.95** | **9.37** |
| California | 11.74 | 12.12 | 11.08 | 12.13 | 8.12 | 8.36 | NA | 7.6 | 10.72 | 11.28 |
| Oregon | 7.11 | 6.97 | 6.55 | 6.42 | 4.36 | 4.63 | NA | 8.56 | 6.22 | 6.25 |
| Washington | 6.36 | 6.2 | 6.07 | 6.17 | 3.91 | 4.49 | NA | 4.69 | 5.66 | 5.79 |
| **Pacific Noncontiguous** | **15.06** | **14.5** | **13.33** | **14.95** | **11.64** | **11.04** | **NA** | **13.57** | **13.38** | **13.92** |
| Alaska | 12.06 | 11.59 | 11.61 | 14.76 | 8.03 | 7.46 | NA | 13.36 | 11.26 | 13.35 |
| Hawaii | 17.29 | 16.74 | 15.83 | 15.38 | 12.66 | 12.12 | NA | 14.31 | 15.08 | 14.55 |
| **U.S. Total** | **8.59** | **8.36** | **7.87** | **7.91** | **4.92** | **4.83** | **NA** | **7.03** | **7.27** | **7.16** |

[1] Prior to January 2004 data were reported for the other sector, which includes transportation. Beginning with January 2004 the other sector was eliminated and its component parts were reclassified into the commercial, industrial, and transportation sectors. Because January was the first time for respondents to submit data for the transportation sector, the quality of the information is still being evaluated. These data will be provided in a subsequent issue of this report.

[2] Beginning with January 2004 data, there are small quantities of data for the transportation sector included.

NA = Not available.

**Notes:** See Glossary for definitions. Values for 2003 and 2004 are preliminary estimates based on a cutoff model sample. See Technical Notes for a discussion of the sample design for the Form EIA-826. Utilities and energy service providers may classify commercial and industrial customers based on either NAICS codes or demands or usage falling within specified limits by rate schedule. Changes from year to year in consumer counts, sales and revenues, particularly involving the commercial and industrial consumer sectors, may result from respondent implementation of changes in the definitions of consumers, and reclassifications. Retail sales and net generation may not correspond exactly for a particular month for a variety of reasons (i.e., sales data may include imported electricity). Net generation is for the calendar month while retail sales and associated revenue accumulate from bills collected for periods of time (28 to 35 days) that vary dependent upon customer class and consumption occurring in and outside the calendar month. Totals may not equal sum of components because of independent rounding. Due to restructuring of the electric power industry, electric utilities are se

**Source:** Energy Information Administration, Form EIA-826, "Monthly Electric Sales and Revenue Report with State Distributions Report."

Electric Operation and Maintenance
(Thousand Dollars)

| Item | Nebraska Beatrice City of September 30 | Nebraska Central Nebraska Pub P&I Dist December 31 | Nebraska Cornhusker Public Power Dist December 31 | Nebraska Dawson County Public Pwr Dist December 31 | Nebraska Fremont City of September 30 |
|---|---|---|---|---|---|
| Production Expenses | | | | | |
| Steam Power Generation | 0 | 0 | 0 | 0 | 10,479 |
| Nuclear Power Generation | 0 | 0 | 0 | 0 | - |
| Hydraulic Power Generation | 0 | 4,130 | 0 | 0 | - |
| Other Power Generation | 0 | 0 | 0 | 0 | - |
| Purchased Power | 5,800 | 0 | 8,512 | 12,740 | 1,280 |
| Other Production Expenses | 0 | 0 | 0 | 0 | - |
| Total Production Expenses | 5,800 | 4,130 | 8,512 | 12,740 | 11,760 |
| Transmission Expenses | 227 | 13 | 261 | 145 | 118 |
| Distribution Expenses | 732 | 0 | 1,231 | 1,962 | 2,391 |
| Customer Accounts Expenses | 65 | 0 | 327 | 786 | 1,423 |
| Customer Service and Information Expenses | 75 | 201 | 122 | 124 | - |
| Sales Expenses | 0 | 0 | 11 | 206 | - |
| Administrative and General Expenses | 605 | 2,465 | 737 | 1,167 | 1,320 |
| Total Electric Operation and Maintenance Expenses | 7,504 | 6,810 | 11,202 | 17,130 | 17,011 |
| Fuel Expenses in Operation | | | | | |
| Steam Power Generation | 0 | 0 | 0 | 0 | 4,638 |
| Nuclear Power Generation | 0 | 0 | 0 | 0 | - |
| Other Power Generation | 0 | 0 | 0 | 0 | - |
| Number of Elec Dept Employees | | | | | |
| Regular Full-time | 31 | 72 | 45 | 72 | 97 |
| Part-time & Temporary | 2 | 3 | 4 | 0 | 7 |
| Total Elec Dept Employees | 33 | 75 | 49 | 72 | 104 |
| | | | | | |
| Percent Admin of total expenses | 8.1% | 36.2% | 6.6% | 6.8% | 7.8% |
| Production expense per full time | 187.10 | 57.36 | 189.16 | 176.94 | 121.24 |

source
http://www.eia.doe.gov/cneaf/electricity/public/t27p01p45.html

Electric Operation and Maintenance
(Thousand Dollars)

| Item | Nebraska Grand Island City of September 30 | Nebraska Hastings City of December 31 | Nebraska Lincoln Electric System December 31 | Nebraska Loup River Public Power Dist December 31 | Nebraska Municipal Energy Agency of NE March 31 |
|---|---|---|---|---|---|
| Production Expenses | | | | | |
| Steam Power Generation | 12,044 | 8,752 | 15,271 | - | 2,153 |
| Nuclear Power Generation | - | - | - | - | - |
| Hydraulic Power Generation | - | - | - | 2,202 | - |
| Other Power Generation | - | 163 | 3,765 | 10 | - |
| Purchased Power | 1,383 | 1,260 | 67,378 | 38,622 | 31,162 |
| Other Production Expenses | - | - | 1,558 | - | 745 |
| Total Production Expenses | 13,427 | 10,175 | 87,972 | 40,834 | 34,060 |
| Transmission Expenses | 174 | 110 | 2,368 | 450 | 4,085 |
| Distribution Expenses | 1,451 | 739 | 6,638 | 1,574 | - |
| Customer Accounts Expenses | 858 | 381 | 2,420 | 874 | - |
| Customer Service and Information Expenses | - | 54 | 2,571 | 140 | - |
| Sales Expenses | - | - | - | 33 | - |
| Administrative and General Expenses | 2,399 | 2,370 | 10,143 | 1,674 | 2,698 |
| Total Electric Operation and Maintenance Expenses | 18,308 | 13,830 | 112,112 | 45,577 | 40,843 |
| Fuel Expenses in Operation | | | | | |
| Steam Power Generation | 7,024 | 5,057 | 6,900 | - | 1,202 |
| Nuclear Power Generation | - | - | - | - | - |
| Other Power Generation | - | 34 | 2,693 | - | - |
| Number of Elec Dept Employees | | | | | |
| Regular Full-time | 124 | 99 | 408 | 109 | 40 |
| Part-time & Temporary | 1 | - | 18 | 20 | 3 |
| Total Elec Dept Employees | 125 | 99 | 426 | 129 | 43 |
| | | | | | |
| Percent Admin of total expenses | 13.1% | 17.1% | 9.0% | 3.7% | 6.6% |
| Production expense per full time | 108.28 | 102.78 | 215.62 | 374.62 | 851.50 |

source
http://www.eia.doe.gov/cneaf/electricity/p

Electric Operation and Maintenance
(Thousand Dollars)

| Item | Nebraska Nebraska Public Power District December 31 | Nebraska Norris Public Power District December 31 | Nebraska North Platte City of September 30 | Nebraska Omaha Public Power District December 31 | Nebraska Perennial Public Power Dist December 31 |
|---|---|---|---|---|---|
| Production Expenses | | | | | |
| Steam Power Generation | 98,434 | - | - | 95,914 | - |
| Nuclear Power Generation | 124,321 | - | - | 116,681 | - |
| Hydraulic Power Generation | 2,952 | - | - | - | - |
| Other Power Generation | 3,572 | - | - | 7,025 | - |
| Purchased Power | 185,271 | 17,947 | 8,941 | 40,950 | 6,843 |
| Other Production Expenses | 272 | - | - | 5,186 | - |
| Total Production Expenses | 414,823 | 17,947 | 8,941 | 265,756 | 6,843 |
| Transmission Expenses | 20,058 | 210 | 50 | 7,227 | 85 |
| Distribution Expenses | 26,151 | 2,616 | 822 | 41,274 | 628 |
| Customer Accounts Expenses | 5,282 | 701 | 399 | 14,161 | 242 |
| Customer Service and Information Expenses | 4,115 | 327 | 58 | 9,282 | 15 |
| Sales Expenses | 6,016 | - | - | 2,449 | 64 |
| Administrative and General Expenses | 60,121 | 1,186 | 444 | 14,357 | 644 |
| Total Electric Operation and Maintenance Expenses | 536,566 | 22,986 | 10,713 | 354,506 | 8,522 |
| Fuel Expenses in Operation | | | | | |
| Steam Power Generation | 64,431 | - | - | 56,750 | - |
| Nuclear Power Generation | 26,224 | - | - | 27,510 | - |
| Other Power Generation | 895 | - | - | 4,622 | - |
| Number of Elec Dept Employees | | | | | |
| Regular Full-time | 2,280 | 76 | 31 | 2,298 | 30 |
| Part-time & Temporary | 73 | 3 | - | 86 | - |
| Total Elec Dept Employees | 2,353 | 79 | 31 | 2,384 | 30 |
| | | | | | |
| Percent Admin of total expenses | 11.2% | 5.2% | 4.1% | 4.0% | 7.6% |
| Production expense per full time | 181.94 | 236.14 | 288.42 | 115.65 | 228.10 |

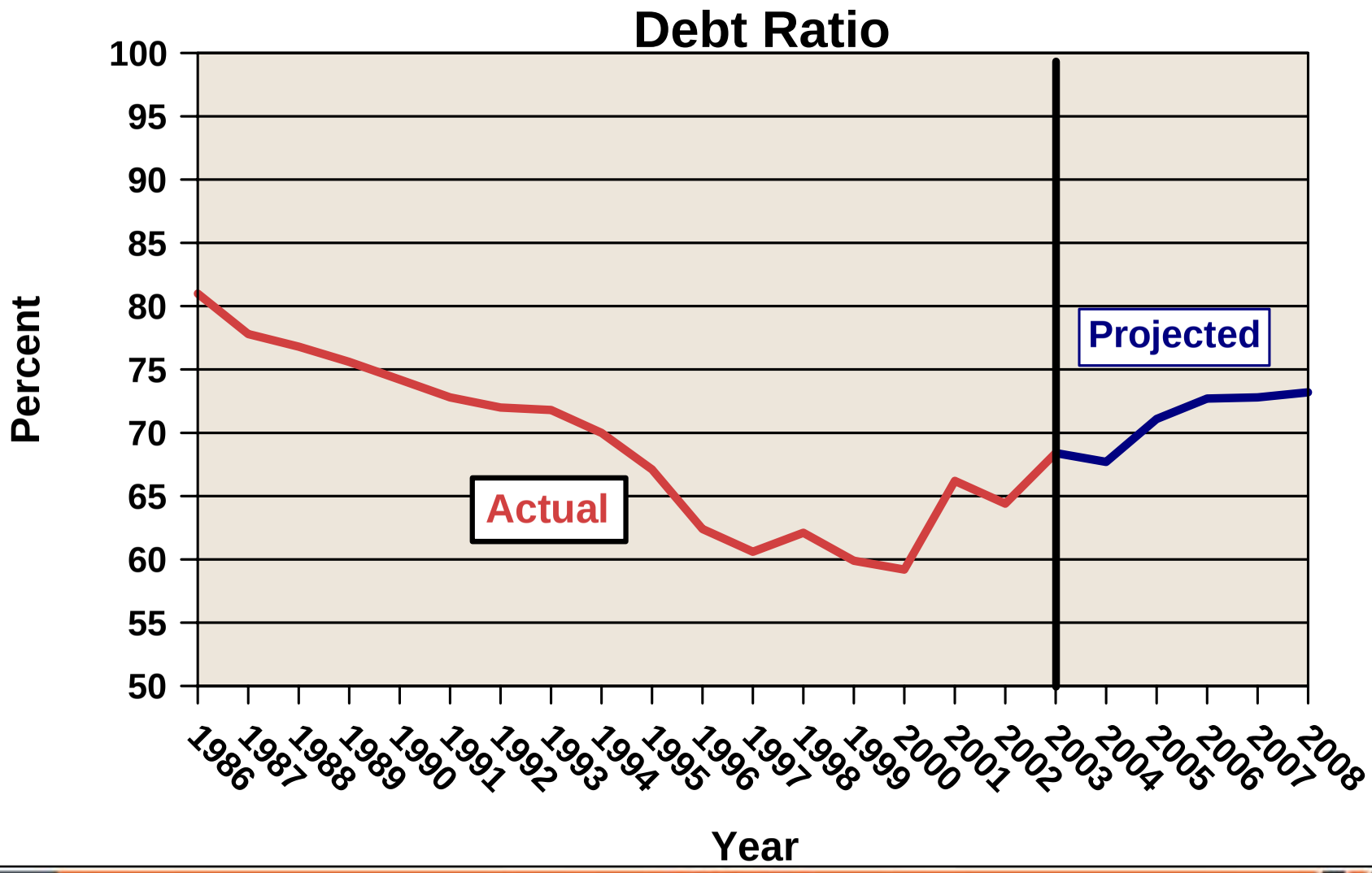
source
http://www.eia.doe.gov/cneaf/electricity/p

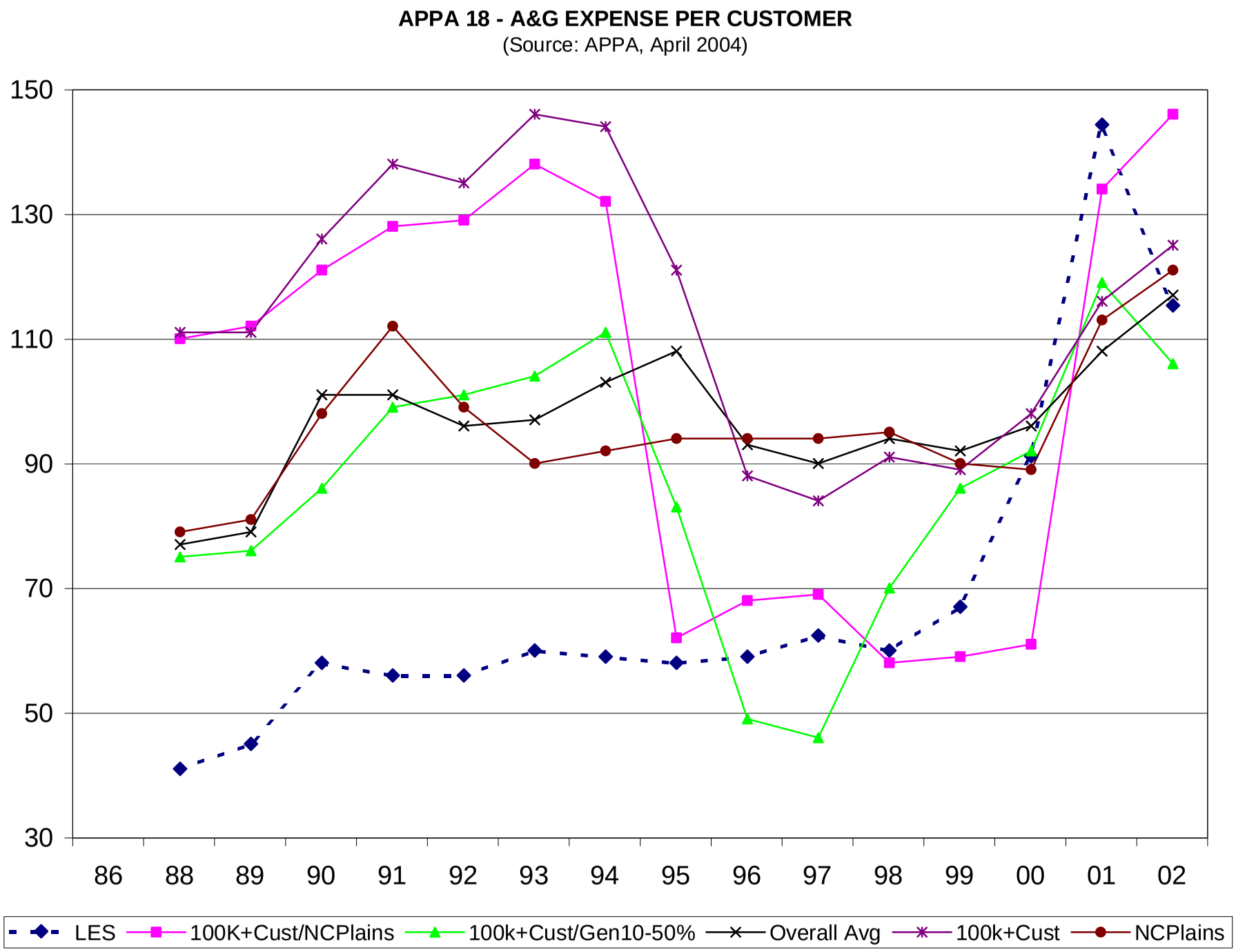
Electric Operation and Maintenance
(Thousand Dollars)

| Item | Nebraska Southern Public Power District December 31 | Average |
|---|---|---|
| Production Expenses | | |
| Steam Power Generation | - | 15,190.44 |
| Nuclear Power Generation | - | 15,062.63 |
| Hydraulic Power Generation | - | 580.25 |
| Other Power Generation | - | 908.44 |
| Purchased Power | 21,296 | 28,086.56 |
| Other Production Expenses | - | 485.06 |
| Total Production Expenses | 21,296 | 60,313.50 |
| Transmission Expenses | 348 | 2,245.56 |
| Distribution Expenses | 2,411 | 5,663.75 |
| Customer Accounts Expenses | 595 | 1,782.13 |
| Customer Service and Information Expenses | 112 | 1,074.75 |
| Sales Expenses | 105 | 555.25 |
| Administrative and General Expenses | 2,432 | 6,547.63 |
| Total Electric Operation and Maintenance Expenses | 27,299 | 78,182.44 |
| Fuel Expenses in Operation | | |
| Steam Power Generation | - | 9,125.13 |
| Nuclear Power Generation | - | 3,358.38 |
| Other Power Generation | - | 515.25 |
| Number of Elec Dept Employees | | |
| Regular Full-time | 87 | 368.69 |
| Part-time & Temporary | 8 | 14.25 |
| Total Elec Dept Employees | 95 | 382.94 |
| | | |
| Percent Admin of total expenses | 8.9% | 8.4% |
| Production expense per full time | 244.78 | 163.59 |

source
http://www.eia.doe.gov/cneaf/electricity/p

# LES Debt Ratio History




APPA 18 - A&G EXPENSE PER CUSTOMER
(Source: APPA, April 2004)
150
130
110
90
70
50
30
86
88
89
90
91
92
93
94
95
96
97
98
99
00
01
02
LES
100K+Cust/NCPlains
100k+Cust/Gen10-50%
Overall Avg
100k+Cust
NCPlains

| | LES Administrative & General Expense Detail | | | | | | | 9/23/2004 |
|---|---|---|---|---|---|---|---|---|
| | | 2003 | 2002 | 2001 | 2000 | 1999 | 1998 | 1997 |
| | Description | Amount | Amount | Amount | Amount | Amount | Amount | Amount |
| | Administration | | | | | | | |
| 1 | Executive Office | $1,648,972 | $2,017,025 | $6,197,731 | $1,199,205 | $1,549,051 | $1,352,153 | $1,902,236 |
| 2 | Human Resources/Benefits (a) | 3,129,643 | 3,122,752 | 2,688,331 | 1,917,198 | 641,679 | 749,794 | 750,391 |
| 3 | Information Technology | 3,373,229 | 3,560,536 | 3,215,579 | 2,867,525 | 2,032,063 | 1,575,461 | 1,273,448 |
| 4 | Customer & Corp. Communications | 991,916 | 996,802 | 160,936 | | | | |
| | Administration Total | 9,143,760 | 9,697,115 | 12,262,577 | 5,983,928 | 4,222,793 | 3,677,408 | 3,926,075 |
| | | | | | | | | |
| | Consumer Services | | | | | | | |
| 5 | Administration | 306,652 | 306,152 | 304,917 | 2,959,952 | 2,679,053 | 2,343,686 | 1,851,817 |
| 6 | Office Support | 65,785 | 145,080 | 132,062 | | | | |
| 7 | Rates | 388,837 | 371,290 | 387,563 | | | | |
| 8 | Consumer Products | 192,846 | 117,338 | 111,219 | | | | |
| 9 | Energy Services | 1,905,103 | 1,702,767 | 1,742,195 | | | | |
| 10 | Public Information | | | 695,164 | | | | |
| 11 | Consumer Account Services | 3,090,857 | 2,795,076 | 2,641,808 | 2,419,795 | 2,818,405 | 2,697,585 | 2,392,090 |
| | Consumer Services Total | 5,950,080 | 5,437,703 | 6,014,928 | 5,379,747 | 5,497,458 | 5,041,271 | 4,243,907 |
| | | | | | | | | |
| | Financial Services | | | | | | | |
| 12 | Administration | 1,464,710 | 1,004,383 | 836,074 | 717,609 | 528,643 | 641,431 | 543,514 |
| 13 | General Accounting | 526,312 | 538,656 | 490,248 | 448,554 | 504,429 | 514,915 | 544,122 |
| 14 | Office Services | 819,605 | 730,020 | 726,388 | 678,326 | 272,648 | 248,621 | 215,249 |
| 15 | Purchasing/Material Mgmt. | 114,382 | 117,716 | 110,129 | 100,661 | 117,229 | 66,478 | 62,438 |
| 16 | FICA Taxes (Non-constr. related) | 1,260,901 | 1,160,147 | 1,088,377 | 1,027,739 | | | |
| | Financial Services Total | 4,185,910 | 3,550,922 | 3,251,216 | 2,972,889 | 1,422,949 | 1,471,445 | 1,365,323 |
| | | | | | | | | |
| | Power Supply | | | | | | | |
| 17 | Administration | 262,893 | 221,332 | 256,757 | 249,539 | 666,720 | 395,573 | 398,728 |
| 18 | Projects Engineering | 127,122 | 104,634 | 79,606 | 117,419 | 101,350 | 112,282 | 119,175 |
| 19 | Planning | 405,004 | 213,582 | 276,990 | 284,456 | 323,164 | 324,451 | 287,772 |
| 20 | Rates | | | | 127,297 | 450,153 | 413,255 | 394,569 |
| 21 | Internal Operations | 123,289 | 115,984 | 128,919 | 113,445 | 144,350 | 132,683 | 125,222 |
| 22 | Environmental | 69,204 | | | | | | |
| 23 | System Energy Mgmt. | 1,411,486 | 1,360,623 | 1,705,211 | 1,558,495 | 1,568,490 | 1,577,390 | 1,283,849 |
| | Power Supply Total | 2,398,998 | 2,016,155 | 2,447,483 | 2,450,651 | 3,254,227 | 2,955,634 | 2,609,315 |
| | | | | | | | | |
| | A&G Total | $21,678,748 | $20,701,895 | $23,976,204 | $16,787,215 | $14,397,427 | $13,145,758 | $12,144,620 |

(a) Includes employee benefit costs not related to construction. Employee benefits and FICA taxes related to construction are in the capital budget.

1 Executive Office: 2002 Datacom project cost cleared to operating expense ($142,195). 2001 Cooper Nuclear Station deferred lawsuit cost cleared to operating expense ($4,777,530).

2 HR: 2000 Changed employee benefit cost allocation method so the operating expense portion of certain benefits (health, life/LTD, dental, workers comp, employee assistance program, unemployment) resides in HR.

3 IT: 1998 Finance & Accounting-Information Services and Power Supply-Systems Engineering departments were consolidated into one IT group. Their cost has been combined in prior years for comparative purposes. 2003: Software amortization expense was moved from IT and other cost centers and consolidated in depreciation expense.

4 CCC: 2001 Public Information group of Consumer Services was moved to Administration 11/1/01.

5 Consumer Services: 2000 and prior years the costs were in one group or other configurations.

7 Rates: 2001moved from Power Supply to Consumer Services.

10 Public Information: (see 4 above)

11 CAS: 2001 Moved from Financial Services to Consumer Services, shown in CS all years for comparative purposes.

12 FS Administration: 2000 Discontinued allocating portions of property/liability insurance to other departments.

14 OS: 2000 Discontinued allocating office occupancy, telephone and copying (2002) cost to departments.

16 FICA: 2000 (see 2 above)

17 PS Admin.: 1999 Iatan project cost cleared to operating expense ($265,842)

19 Planning: 2003 Hastings 2 project cost cleared to operating expense ($182,802)

20 Rates: (see 7 above)

22 Enviro: 2003 moved from HR to Power Supply.

23 SEM: 2001 PTS port project cost cleared to operating expense ($89,438)

Inquiry by City Councilman Jonathan Cook, for Dan Marvin

Bullet #3

*"Street light power consumption. At the LES meeting Mr. Bundy said that accurate records exist that itemized the power consumption for both the street and traffic lights. Mr. Bundy said that a report shows this itemized power consumption is sent annually to the city. I would ask that the last two years of this report be report be made available for my review. This report should show the amount of electricity used by the city's traffic and streetlights, and the rate charged."* - Dan Marvin, Letter to Jonathon Cook. September 15, 2004

Lincoln Electric System charges for the traffic and street lighting under Rate Schedules 24 and Rate Schedule 26 (refer to sections II-46 through II-49 and III-69 through III-71 in the Proposed Rate Schedules, Service Regulations and 2004 Cost Analysis Summary submitted to Lincoln City Council on August 27, 2004).

**Street Lighting- Rate Schedule 26-** Charges to the consumer under this Rate Schedule are for Energy and Demand, Facilities, Maintenance, and Investment costs. The costs for energy and demand are calculated on cost/cents per kWh. Kwh is determined based on the technology physically deployed by the City Traffic Engineering Department. Maintenance costs are charged based on a per lamp/month basis. Investment charges are no longer collected by LES, effective September 1, 2004. The table below illustrates the current costs by component.

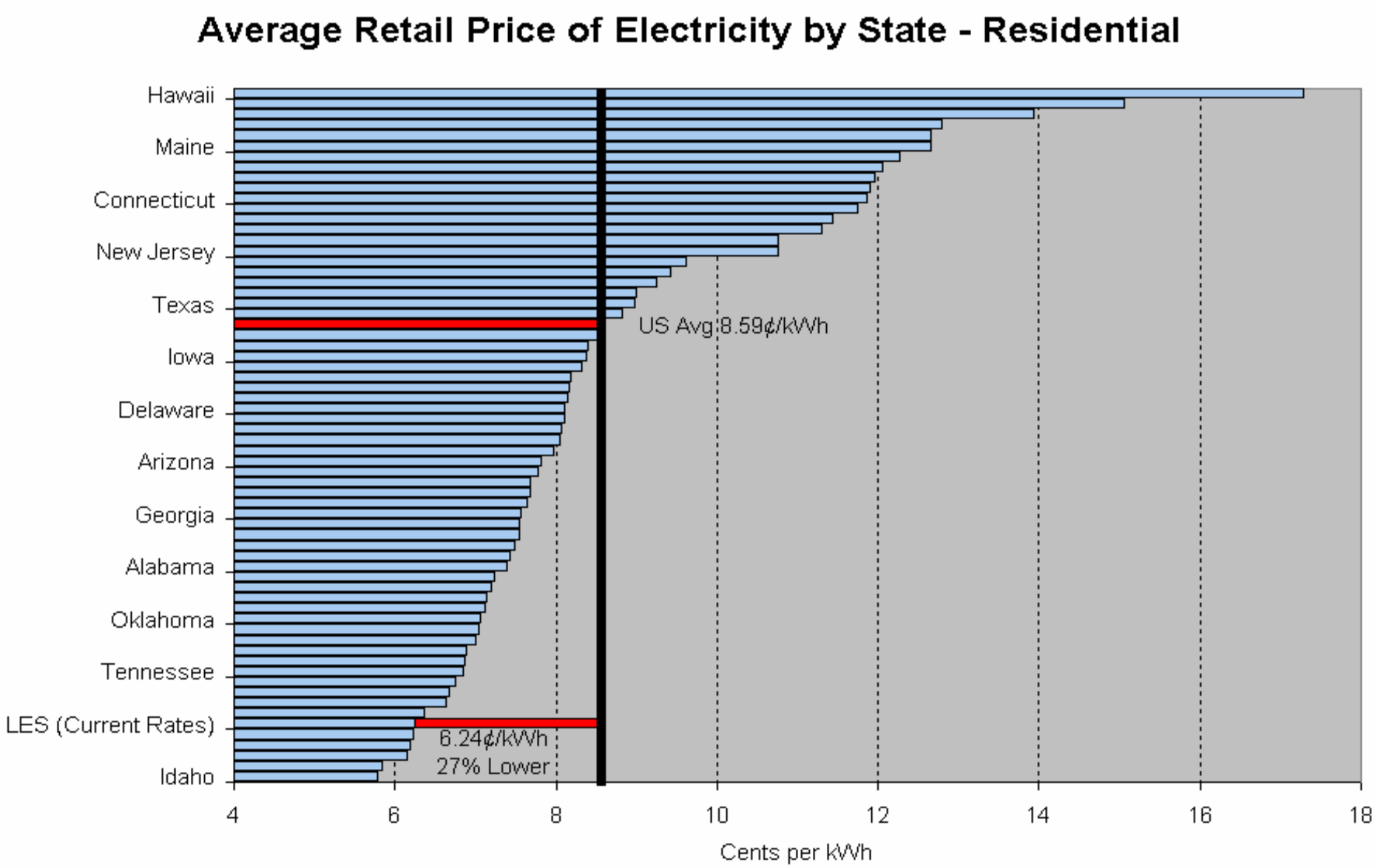
| Street Lighting – Rate 26 | |
|---|---|
| Energy and Demand<br>Facilities<br>Total | 2.50 cents per kWh<br>.60 cents per kWh<br>3.10 cents per kWh |
| Maintenance (per lamp) | Mercury Vapor<br>100 Watt $1.75<br>175 Watt $1.75<br>250 Watt $1.75<br>250 Watt $1.75<br>400 Watt $1.75<br>1000 Watt $1.85<br><br>High Pressure Sodium Vapor<br>35 Watt $1.75<br>50 Watt $1.75<br>70 Watt $1.75<br>100 Watt $1.75<br>150 Watt $1.75<br>200 Watt $1.75<br>250 Watt $1.75<br>400 Watt $1.75<br>1000 Watt $2.15<br><br>Low Pressure Sodium Vapor<br>180 Watt $2.35<br><br>Metal Halide<br>100 Watt $2.40<br>175 Watt $2.15<br>250 Watt $2.05<br>400 Watt $1.85<br>400 Watt $2.50 |

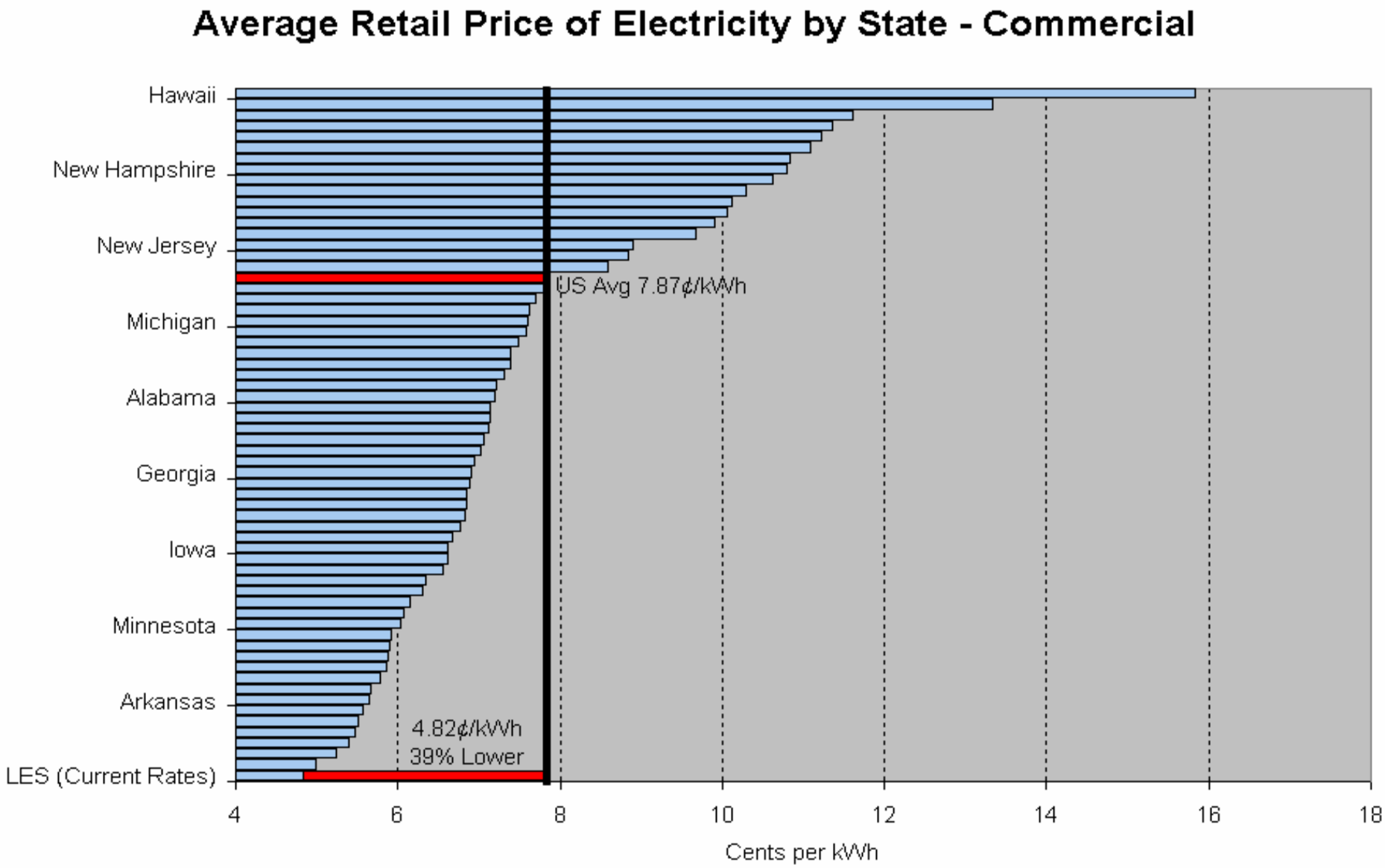
Attached for review are the billing summary and actual bills from January 2003 to September 2004. A special note, Mr. Marvin alluded to annual consumption and billing reports between the City and LES, the City and LES however currently share reporting monthly, rather than annually.

**Traffic Lighting – Rate Schedule 24** – Charges to the consumer under this Rate Schedule are for Energy and Demand and Facilities. These charges are based on cents per kWh calculated. Of the 389 Traffic Light accounts currently served, the City Traffic Engineering Department calculates the kWh consumed by account based on the technology physically deployed each month and submits the report to LES for billing. Each account is billed $.0365/kwh. Investment charges are no longer collected by LES, effective September 1, 2004. A month end summary report is then submitted to City Traffic for payment of charges on all accounts. Historical documents are included for review.

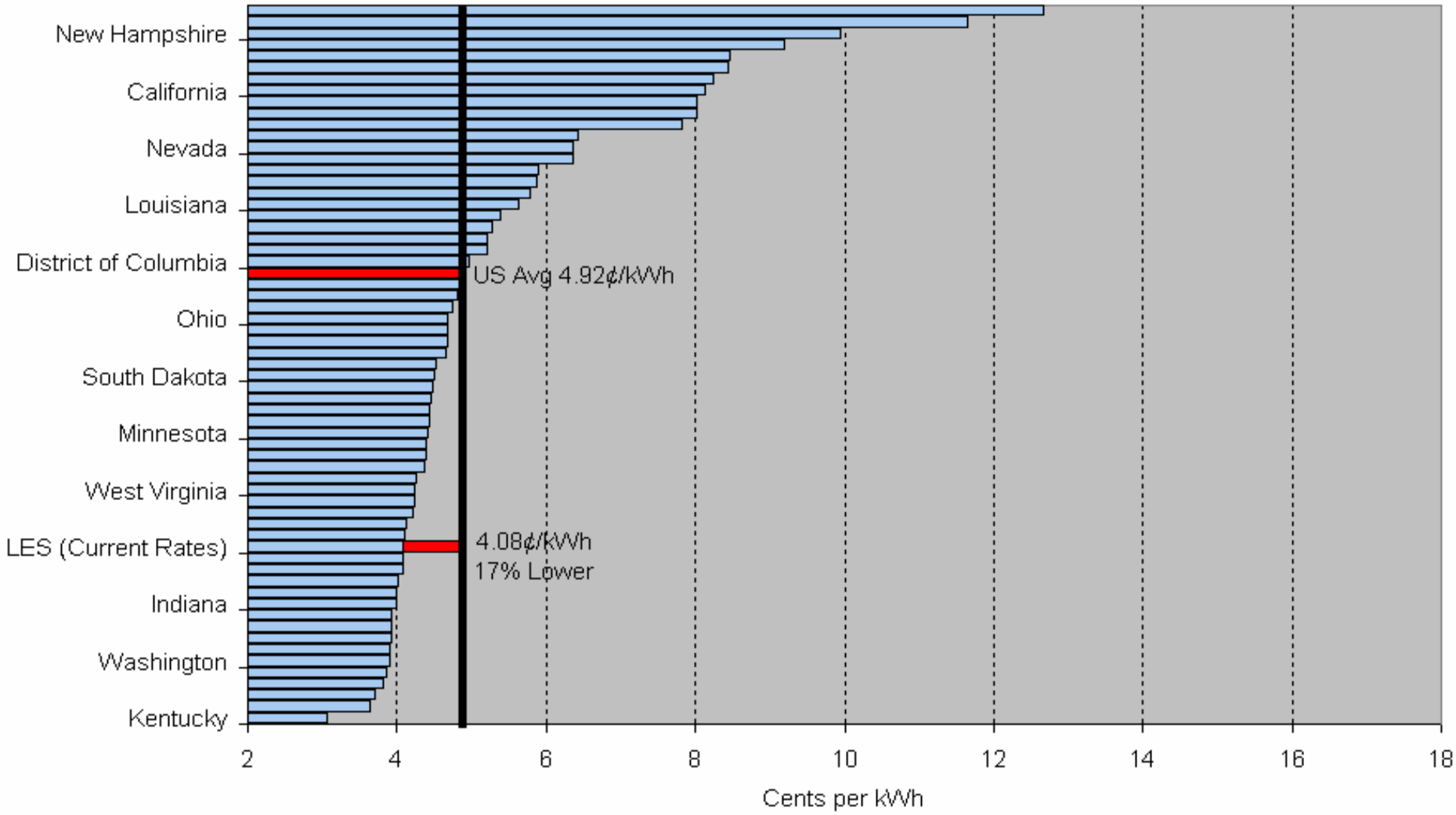
# City of Lincoln, Nebraska
# Street Billing Summary
# January 03 - September '04

| | Energy Charge | Maintenance | Non-Maint | Non-Energy | Total Lamp Count |
|---|---|---|---|---|---|
| Jan-03 | $40,991.50 | $38,469.50 | $21.84 | $13.95 | 24,647 |
| Feb-03 | $41,156.80 | $38,587.60 | $21.84 | $13.95 | 24,651 |
| Mar-03 | $41,206.10 | $38,641.85 | $21.84 | $13.95 | 24,727 |
| Apr-03 | $44,051.00 | $43,606.30 | $23.34 | $15.75 | 24,762 |
| May-03 | $44,261.80 | $43,751.55 | $23.34 | $15.75 | 24,765 |
| Jun-03 | $44,286.60 | $43,776.05 | $23.34 | $15.75 | 24,848 |
| Jul-03 | $44,317.60 | $43,825.05 | $23.34 | $15.75 | 24,862 |
| Aug-03 | $44,388.90 | $43,933.55 | $23.34 | $15.75 | 24,890 |
| Sep-03 | $44,407.50 | $43,972.05 | $23.34 | $15.75 | 24,952 |
| Oct-03 | $44,491.20 | $44,131.90 | $23.34 | $15.75 | 24,974 |
| Nov-03 | $44,574.90 | $44,224.65 | $23.34 | $15.75 | 25,049 |
| Dec-03 | $44,906.60 | $44,343.65 | $23.34 | $15.75 | 25,102 |
| Jan-04 | $44,937.60 | $44,406.65 | $23.34 | $15.75 | 25,170 |
| Feb-04 | $45,269.30 | $44,602.65 | $23.34 | $15.75 | 25,206 |
| Mar-04 | $45,539.00 | $44,928.15 | $23.34 | $15.75 | 25,318 |
| Apr-04 | $45,498.70 | $44,931.65 | $23.34 | $15.75 | 25,504 |
| May-04 | $45,529.70 | $44,970.15 | $23.34 | $15.75 | 25,506 |
| Jun-04 | $45,539.00 | $44,982.40 | $23.34 | $15.75 | 25,528 |
| Jul-04 | $45,616.50 | $45,117.15 | $23.34 | $15.75 | 25,535 |
| Aug-04 | $45,656.80 | $45,188.90 | $23.34 | $15.75 | 25,612 |
| Sep-04 | $45,774.60 | $45,300.90 | $23.34 | $15.75 | 25,653 |

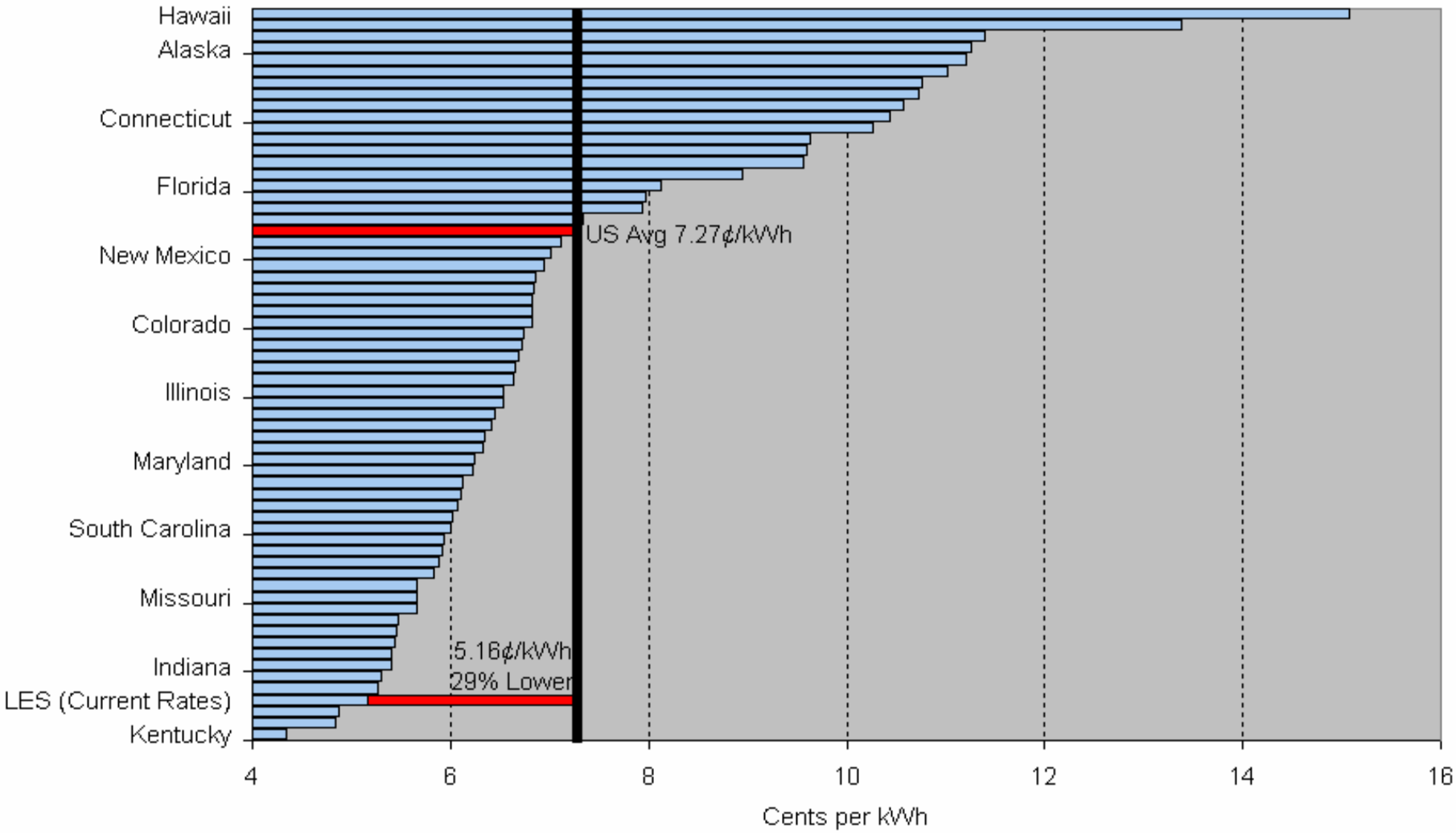

Average Retail Price of Electricity by State - Residential
Hawaii
Maine
Connecticut
New Jersey
Texas
Iowa
Delaware
Arizona
Georgia
Alabama
Oklahoma
Tennessee
LES (Current Rates)
Idaho
US Avg 8.59¢/kWh
6.24¢/kWh
27% Lower
4
6
8
10
12
14
16
18
Cents per kWh


Average Retail Price of Electricity by State - Commercial
Hawaii
New Hampshire
New Jersey
Michigan
Alabama
Georgia
Iowa
Minnesota
Arkansas
LES (Current Rates)
US Avg 7.87¢/kWh
4.82¢/kWh
39% Lower
4
6
8
10
12
14
16
18
Cents per kWh

# Average Retail Price of Electricity by State - Industrial



# Average Retail Price of Electricity by State



Karen Sieckmeyer 02:32:54 PM10/15/2004

**Scott A Opfer**
10/15/2004 02:14 PM

To: gary.reber@gmail.com
cc: Joan V Ray/Notes@Notes, JCookcc@aol.com@Notes, Karen K Sieckmeyer/Notes@Notes, Nicole Tooze/Notes@Notes, Ann Harrell/Notes@Notes, Maggie Kellner/Notes@Notes, Randy W Hoskins/Notes@Notes, aabbott@ci.lincoln.ne.us, Al K Lee/Notes@Notes
Subject: West 'A' Traffic - RFI #120 Response

Dear Mr. Reber,

Thank you for writing Councilperson Cook with your concerns for traffic safety on W. 'A' Street. More specifically, the posted speed limit on W. 'A' Street west of S. Coddington Avenue. As with all forms of traffic control, very detailed analysis is done to determine what speed limit to post on our streets. To arbitrarily set the posted speed limit would not only be unreasonable to the motorists, but also be an enforcement nightmare for our Police Department. Very specific criteria is looked at and evaluated to assist us in setting the most appropriate speed limit for each particular roadway segment. We evaluate road surface conditions, sight distance, safe speeds for hills or curves, the number of conflict points (driveways and intersections), what parking is allowed along the street, pedestrian activity, accident history and the primary factor is the 85th percentile speed. The 85th percentile speed is determined by conducting a speed survey of at least 100 vehicles and determining what the speed is that 85 percent of the sample vehicles were traveling. This method assumes that 85 percent of drivers are going to travel at a safe and reasonable speed and is typically a very good method of determining the appropriate speed limit for an individual piece of roadway. The other criteria mentioned is closely looked at to see if modifications to the 85th percentile speed are appropriate. For instance, if we find an accident history that involves speed related crashes, we would want to consider a lower speed limit.

We last conducted one of these comprehensive speed studies back in 1998. Since that time, there has obviously been more development occur. We will schedule another speed study on this piece of West 'A' Street and advise you of the results. You also mention the posted speed limit on Capitol Parkway West. We are also going to be conducting a speed study along that piece of roadway as well, to determine if we should make changes in the posted speed limit.

I would hope to have results on both roadways, by the end of the year. We will inform you of the results after the first of the year. If you have any further questions or concerns, please do not hesitate to contact me directly, either by email or by phone at 441-7711.

Thanks again,

Scott Opfer, Manager
Traffic & Engineering Services Operations

Jonathan Cook
Request for Information

October 13, 2004

To: Scott Opfer, Public Works

Re: Speed Limit on S Coddington

Scott,

Could you please look into whether the speed limit on S Coddington should be lowered? Please see attached e-mail

Karen Sieckmeyer 02:32:54 PM10/15/2004

from Gary Reber and reply to him and to me. Thanks.

Jonathan

----- Message from Gary <gary.reber@gmail.com> on Wed, 13 Oct 2004 10:50:54 -0500 -----

**To:** Jonathan Cook <jcook@ci.lincoln.ne.us>

**Subject:** West A traffic

Dear Councilman Cook,

I have lived at 1311 SW 24th St. for about six years. For six years I have intended to contact you about this issue but it always seems minuscule in importance compared to the other things occupying you and your fellow council members' time. Today I vow to at least bring this to your attention so I can stop feeling guilty about procrastinating about this issue.

Traffic on West A Street west of Coddington is posted at 45 mph. This is a two-lane residential road that carries a large amount of traffic at peak driving times with several streets trying to access the road. Not only is it dangerous to try to pull onto West A when traffic is moving at this speed (more often faster than 45 mph) but the road itself is rutted from heavy truck traffic and is unsafe for cars to travel that fast.

Comparing the speed limit to Capitol Parkway, it defies common sense that a four-lane road like the parkway is 45 mph - the same as a two-lane residential road on West A Street.

I'm sure at one time the speed limit on West A was justified. However, with the increase of housing developments in this area, the speed on West A should be posted at 35 mph or slower (in my opinion).

Slowing down the traffic would also preserve the atmosphere of the residential area and make it more pedestrian friendly - especially now that more people walk along the street to the Coddington Market shopping area that includes Russ's as well as numerous other retail stores.

Thank you for your consideration.

Sincerely,
Gary Reber

Referred to: LPD Chief Casady/Law Dept., Dana Roper

M04-13569
RECEIVED

**REQUEST FOR INFORMATION**
**COUNCIL OFFICE**

By: Annette McRoy - #159 (Council Member)

September 24, 2004
Date

LAW DEPT.

REQUEST: RE: Problems and no help! - In Gaslight Village Court with young children riding motorized scooters throughout the park-high rates of speed & with NO lights after dark

Would you please respond to the attached E-Mail and send me a copy of the response. Please respond to Jennifer Wachter and Annette. Also, include the following questions from Annette.

Thanks.

-Annette McRoy

cc: Jennifer Wachter
506 Gaslight Lane (21) - **YOUR INFORMATION - COPY OF REQUEST SENT BY ~~COUNCIL MEMBER, NO RESPONSE REQUIRED FROM YOU~~**

Mayor's Office

RESPONSE (Indicate action taken): By: John McQuinn 10-15-04
Date

See attached letter to Ms. Wachter

COMMENTS:
**PLEASE RESPOND WITH 15 COPIES** to the Council Office/tjg

CITY OF LINCOLN
NEBRASKA

Law Department
Dana W. Roper, City Attorney
575 South 10th Street
Suite 4201
Lincoln, Nebraska 68508

402-441-7281
Civil fax:
402-441-8812
Pros. fax:
402-441-8813

Ernest R. (Rick) Peo III, Chief Assistant John C. McQuinn II, Chief Prosecutor
Richard C. Anderson, Police Legal Advisor

Civil Division
James D. Faimon
Steven J. Huggenberger Joel D. Pedersen
Connor L. Reuter Margaret M. Blatchford
Tonya L. Skinner Joe J. Rupp

Prosecution Division
Patrick C. Campbell Christine A. Loseke
Rob E. Caples Marcee A Brownlee
Jessica Kerkhofs

LINCOLN
The community of opportunity

MAYOR COLEEN J. SENG

www.ci.lincoln.ne.us

October 15, 2004

Jennifer Wachter
506 Gaslight Lane
Lincoln, NE 68521

RE: Motorized Scooters on Private Property

Dear Ms. Wachter:

I am writing at the request of City Councilperson Annette McRoy, to answer some of the legal issues raised in your e-mail regarding young children riding motorized scooters through Gaslight Village Mobile Home Park. Because the Village is private property, the riding of motorized scooters on the streets within the Village is not prohibited by city ordinance. I would assume that the Village has some means to regulate or ban the riding of these scooters, as a rule or condition of occupancy.

The city ordinances relating to operator's licenses and traffic are patterned after the Nebraska state statutes. Generally the City may not prohibit what the State has allowed; therefore the City could not pass any ordinance requiring an operator's license to operate a scooter or a motor vehicle on private property. For that same reason, the City would be precluded from extending the applicability of traffic ordinances to private property open to the public, beyond what is currently authorized by state statute and already prohibited by city ordinance. (Driving While Intoxicated, Reckless Driving, and Leaving the Scene of an Accident).

Regarding the issue of late night noise, generated from motorized scooters, it is potentially a violation of the criminal sections of the Lincoln Municipal Code. One of the elements we must prove to gain a conviction in a potential criminal case with these facts, is that the person intended to disturb the peace of another. This would be a case-specific factual determination and would also depend on the age of the person involved. Generally, cases involving law violations by persons 16 years of age and older are handled by this office as offenses under city ordinances, while cases involving law violations by persons under 16 years of age are handled by the County Attorney's Office as offenses under the state statutes.

The police cannot intervene, unless a violation of either city ordinance or state statute has been or is being committed. Generally speaking, the law does not allow the police to stop individuals at random, without some reasonable, articulable, good faith belief that a crime is being committed. While it may be technically possible for an officer to stop a child riding a motorized scooter, at night, without a head light, on private streets in the Village to tell the child of the dangers

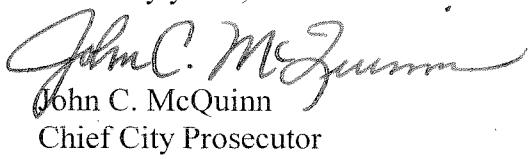
involved; nothing requires that child to stay and listen to the officer, nor can the officer require the child to stay for the lecture, without more than a hunch that a law violation may be occurring. Given the constitutional constrainsts placed on an officer's ability to stop and detain any person, I cannot say that the officer should act in place of a parent or guardian, absent a reason to stop the child for a suspected law violation.

City Councilperson McCroy also asked about the possibility of police intervening for public safety reasons, in the same manner as they do for those persons who are unable to care for themselves due to public intoxication or those who are mentally ill and dangerous. Unfortunately, the public caretaking function has not been extended to this situation. For the person who is in public and too intoxicated to care for him or herself, the Nebraska Legislature passed specific legislation, empowering police to intervene, at the same time the Legislature decriminalized public intoxication. Similarly, the authority for police to take custody of persons who are mentally ill and dangerous to themselves or others was passed by the Nebraska Legislature at the same time the Legislature passed legislation deinstitutionalizing all other persons who were previously committed to State mental facilities. The Nebraska Legislature has not extended the caretaking function to allow police to intervene in this case. Without legislative authority, the constitutional constraints would be the rule of law in this case, not the greater public safety concern.

Unfortunately, government cannot solve every problem, particularly those occurring within private developments. This is not because of any lack of respect for individual citizens or concern for individual safety, but because of the rule of law which the City must follow when adopting and enforcing ordinances relating to traffic and criminal law. While I realize this is frustrating to you as a tax paying resident of the Village, the best solution may be to seek resolution of this problem through the management of the Village. I should note however, that the Lincoln Police Department cannot enforce private rules and regulations established by the Village.

If you have any questions regarding this letter, please feel free to address them to my attention.

Sincerely yours,



John C. McQuinn
Chief City Prosecutor
(402) 441-7263

cc: Councilperson Annette McRoy
City Attorney Dana Roper
Chief Thomas Casady, Chief of Police
Capt. Steve Imes, Lincoln Police Dept.

**Annette M McRoy**
09/23/04 06:04 PM

To: Tammy J Grammer/Notes
cc:
Subject: RFI request

RFI #159

Tammy
Please enter this as an RFI to both LPD Chief Cassady and the Law Department- Dana Roper. I would like a written response to her concerns. Her address is at the end. Include the following questions in the RFI which are from me:

Law Dept:Is there any present law prohibiting operating these type of scooters on private property if the driver is underage and unlicensed? Can the police intervene at that point due to the greater public safety issue and the harm (injury) that the activity would cause to the underage rider? Is this not similar to forcibly taking someone into protective custody because of the potential harm they present to themselves and the public due to being drunk or mentally unstable?

Police: Is this location patrolled on a regular basis?
Have there been calls concerning this activity from this location? Even if an officer was driving through the area on routine patrol and saw an underage driver on a scooter, would they not have the authority to pull them over and speak to them?

Thanks
Annette McRoy
Northwest District
Lincoln City Council

RECEIVED
SEP 24 2004
CITY COUNCIL
OFFICE

-----Forwarded by Annette M McRoy/Notes on 09/23/2004 05:33PM -----

To: <amcroy@ci.lincoln.ne.us>
From: "Jennifer Wachter" <JWACHTER1@neb.rr.com>
Date: 09/22/2004 09:36PM
cc: <JWACHTER1@neb.rr.com>
Subject: Problems and no help!

Hello!
I live in Gaslight Village Mobile Home Court. I am getting very frustrated and hope we can obtain some help from you.

As you know this is considered private property. Therefore, the amount of help we can get from the police department is limited at best!

We have a bad situation with young children riding motorized scooters throughout the park. Not only at high rates of speed and with NO lights after dark but we had the "privilege" of listening to them throughout the night this past Sunday till 5 in the morning!

There are small children that play in the streets here in the court and sooner or later one of these children on the scooters are going to hit one of them because they are reckless and have no regard for the safety of other people or other people's property.

We mobile home owners pay taxes too and the court owners also pay taxes and I feel we are not getting the consideration from the Lincoln Police Department that we deserve. Just because we live on private property we should NOT be at the mercy of these kids who know very well that it is

private property and they can pretty much do as they want. I might add that these children are sometimes as young as 10 or younger!!

Sooner or later a tragedy is going to occur and someone is going to get hurt or worse or someone's property is going to be damaged. I am sick and tired of being told when I call the police department that there is nothing they can do.. What are we supposed to do? The managers here don't seem to care and we no longer have security here in the courts.

I am asking for your help. I don't know what needs to be done but something does!!

I will anxiously wait to hear from you.

Thank you.
Kindest regards,
Jennifer Wachter
506 Gaslight Lane
Lincoln, Nebraska 68521

# M E M O

**TO**: CITY COUNCIL MEMBERS

**FROM**: CHIEF TOM CASADY, LINCOLN POLICE DEPARTMENT

**DATE**: October 18, 2004

**DOCUMENT**:BPO041018-McROY#159

**SUBJECT**: MOTORIZED SCOOTERS IN GASLIGHT VILLAGE

NW Team Captain Steve Imes reports that officers have responded to calls for service in the area of Gaslight Village regarding motor scooters, minibikes, etc. It is not uncommon for officers to either not locate the source of the complaint or there is no violation. Gaslight is private property and many of the rules of the road do not apply. Officers do not have the authority to "pull them over" when there is no violation. Captain Imes has contacted the complainant, Jennifer Wachter, and explained to her that Gaslight Village property management and owners have the ability to control this kind of activity and it is their responsibility. They have in fact banned go carts on their property. They could extend the prohibition to scooters, minibikes, etc.

LPD Chief Casady/Law Dept., Dana 10-8-04

Referred to: Roper

Capt Zines w/response

**REQUEST FOR INFORMATION**
**COUNCIL OFFICE**

By: Annette McRoy - #159 (Council Member) September 24, 2004 Date

REQUEST: RE: Problems and no help! - In Gaslight Village Court with young children riding motorized scooters throughout the park-high rates of speed & with NO lights after dark

Would you please respond to the attached E-Mail and send me a copy of the response. Please respond to Jennifer Wachter and Annette. Also, include the following questions from Annette.

Thanks.

-Annette McRoy

RECEIVED
SEP 27 2004
LINCOLN POLICE DEPARTMENT

cc: Jennifer Wachter
506 Gaslight Lane (21) - **YOUR INFORMATION - COPY OF REQUEST SENT BY COUNCIL MEMBER, NO RESPONSE REQUIRED FROM YOU**

Mayor's Office

RESPONSE (Indicate action taken): By: _____ Date

COMMENTS:
**PLEASE RESPOND WITH 15 COPIES** to the Council Office/tjg

Annette M McRoy
09/23/04 06:04 PM

To: Tammy J Grammer/Notes
cc:
Subject: RFI request

RFI #159

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Annette McRoy
Northwest District
Lincoln City Council

RECEIVED
SEP 24 2004
CITY COUNCIL
OFFICE

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Thank you.
Kindest regards,
Jennifer Wachter
506 Gaslight Lane
Lincoln, Nebraska 68521

"Patte Newman"
<newman2003@neb.rr.com>

09/30/04 02:47 PM

To: <tgrammer@ci.lincoln.ne.us>
cc:
Subject: RFIs

Tammy:
Please send the following RFI to Marc Wullschleger (Urb. Dev.), Don Herz and Steve Hubka (Finance), Allan Abbott and Wayne Teton (P.W.), Dana Roper (Law) and Marvin Kraut (Planning):

Questions have been raised by a variety of people over the following. Could we get a breakdown of:

1. Antelope Valley Project
a. Total amount of consultant fees paid or owed to date on the A.V. project. This amount should be broken down between costs paid, amortized and individual company paid.
b. Total amount expended to date on A.V. Please break down costs into general categories like land and ROW acquisition, consultant fees, road projects, flood control projects etc.
c. Breakdown of funding to date from different entities. (NRD, feds, state, city etc.)

2. Tax Increment Financing
a. Could we get total amounts calculated for TIF used in four areas of the city, past and present. Specifically, Haymarket, remainder of downtown, the North 27th project and Havelock.
For each of these areas can you break it down into general categories of expenditures including land acquisition, consultants fees, aesthetic improvements like lighting and plantings, streets, sidewalks, demolition etc.
b. Does Urban Development track the individual projects for taxation purposes or is this handled by the County Assessor, or both?
c. What development companies and/or business entities have been the top ten beneficiaries of TIF in Lincoln? Can those amounts be calculated?
d. Are there any income guidelines for businesses wanting to participate in a redevelopment project? (i.e. are we encouraging smaller entrepreneurs or is the "system" set up to favor larger projects?)
e. How does TIF work with non-profits? Are non-profits subject to property taxes?
f. Glenn Friendt asked about a Michigan court case regarding eminent domain. There is also an appeal to the U.S. Supreme Court over a Connecticut decision. Might these cases affect the use of TIF here?

3. Consultants in General
There have been several studies for parking issues downtown or the master downtown plan. Can you break down the source of funds for these studies (including detail of city funding)?

# INTER-DEPARTMENT COMMUNICATION

| | | | |
|---|---|---|---|
| **TO** | Patte Newman | **DATE** | October 18, 2004 |
| **DEPARTMENT** | City Council | **FROM** | Joel D. Pedersen |
| **ATTENTION** | | **DEPARTMENT** | City Law |
| **COPIES TO** | | **SUBJECT** | RFI #27<br>PB Consulting and Professional Services Expenditures |

As a follow up to our meeting. The attached is the latest EO for PB and shows a running (cumulative) total for design and consulting of $24,471,436 this dates back considerably (9th yearly amendment) and includes much of work resulting in final approval and record of decision approving the Antelope Valley draft single package by the FHWA.

In addition, a separate contract with PB for construction phase services was approved by JAVA in September, 2003 and amended at the September, 2004 JAVA Board meeting. The amendment was for expenditures not to exceed $3,834,682 for a total of $6,136,001 for the original contract and amendment 1. The construction phase services include work on the Northeast Park, Military Bridge and Roadway, Y Street Bridge and Roadway, Vine Street Bridge and Roadway (including the City portion from 21st to 27th), and the Big T.

I also spoke with Margaret Remmenga on Thursday and asked her to get you the JAVA board's summary financial information. If you do not see that this week let me know.

Sincerely,

Joel D. Pedersen
Assistant City Attorney

JDP/tb

71371

Smart # 4090279

9-29-04/law/tb

CITY OF LINCOLN
NEBRASKA
MAYOR COLEEN J. SENG

# EXECUTIVE ORDER

NO. 71371

**BY VIRTUE OF THE AUTHORITY VESTED IN ME by the Charter of the City of Lincoln, Nebraska:**

10/4

I hereby accept and approve on behalf of the city, Amendment IX to the Engineering Agreement between the City of Lincoln and Parsons Brinckerhoff Quade & Douglas, Inc. for the Major Investment Study/Antelope Valley Holdrege Project Preliminary Design and Final Design upon the terms and conditions contained in Amendment IX. Amendment IX authorizes Parsons Brinckerhoff Quade & Douglas, Inc. to continue work on Final Design, described in the Phase V Scope of Services and increases the overall expenditure authorized for the Engineering Agreement. Amendment IX authorizes work from Phase V Scope of Services and further authorizes expenditures not to exceed $2,547,449 for a total of $24,471,436 for Phase I through V of the Agreement without prior written approval of the City.

The City Clerk is hereby directed to return an executed copy of this Executive Order and Amendment IX to Wayne Teten, Public Works/Utilities for distribution to the parties.

Dated this 1st day of October, 2004.

Coleen J. Seng

Coleen J. Seng, Mayor

Approved as to Form & Legality:

Asst. City Attorney

Approved:

Public Works & Utilities

**Parsons Brinckerhoff**
*1111 Lincoln Mall, Suite 308*
*Lincoln, NE 68508*
*402-323-6570*
*Fax: 402-323-6574*

September 28, 2003

Mr. Wayne Teten
Project Manager
531 Westgate Boulevard
Lincoln, NE 68508-3994

Re: PB Agreement 16632G
Antelope Valley Amendment IX

Dear Wayne

Included with this letter are two originals of the Antelope Valley Design Team's proposed scope of services and engineering fee for Amendment IX to the City of Lincoln / Parson Brinckerhoff's contract.

The scope and fee have been revised based on the various discussions that have taken place over the past couple of weeks with you and other City representatives. We are confident that the Design Team has addressed your concerns and that we are providing a fair and reasonable fee for the described scope of services.

The engineering fee in the amount of $2,997,448.53 is for the work effort required for Amendment IX. Unspent funds by the Design Team from Amendment VIII should total at least $450,000 dollars. Therefore, the total new money to fund Amendment IX is $2,547,448.53.

We continue to appreciate being able to serve the City of Lincoln and your Partners in the Antelope Valley Design and Construction Consultation efforts. Upon approval of the scope and fee; please return one original of the agreement, together with the Executive Order, to us for our records.

Respectfully,

**PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.**

Jane E. Jordan
Program Manager

***Over a Century of Engineering Excellence***

S:\Amendment IX\Amd IX scope and estimate to WTeten.doc

EO 71371

AMENDMENT IX TO ENGINEERING AGREEMENT BETWEEN
THE CITY OF LINCOLN
AND
PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.
FOR
MAJOR INVESTMENT STUDY/ANTELOPE VALLEY HOLDREGE PROJECT
PRELIMINARY DESIGN AND FINAL DESIGN

WHEREAS, the City of Lincoln and Parsons Brinckerhoff Quade & Douglas, Inc. entered into an Engineering Agreement (*aka* Contract) for a Major Investment Study for the Antelope/Holdrege Project for services in Phases 1 through V at a cost, as amended, not to exceed $18,152,324; and

WHEREAS, Phases I through III of the services in conjunction with the Major Investment Study at a cost of $2,440,115.00 was authorized and approved by Executive Order No. 049467 for the original contract and by City Council Resolution No. A-77890 for Amendment I; and

WHEREAS, Parsons Brinckerhoff Quade & Douglas, Inc. has completed Phases I through III of the General Scope of Service of the original Engineering Agreement, as amended; at a cost of $ 2,440,115.00; and

WHEREAS, Phase IV of the services for Preliminary Engineering and Environmental Services in conjunction with the Antelope Valley Study at a cost of $7,236,549.00 was authorized and approved by Executive Order No. 055175 for Amendment II and by City Council Resolution No. A-79277 for Amendment III, and further by Executive Order No. 060278 for Amendment IV and Executive Order No. 063451 for Amendment V; and

WHEREAS, Parsons Brinckerhoff Quade & Douglas, Inc. has completed Phase IV of the General Scope of Service of the original Engineering Agreement, as amended; at a cost of $7,233,814; and

WHEREAS, Phase V of the services for Final Design and Construction Services in conjunction with the Antelope Valley Projects at a cost of $3,575,000.00 was authorized and approved by Executive Order No. 064255 for Amendment VI; $4,900,660 was further authorized and approved by Executive Order No. 65836 for Amendment VII; and $3,771,663 was further authorized and approved by Executive Order No. 68377 for Amendment VIII; and

WHEREAS, Parsons Brinckerhoff Quade & Douglas, Inc. has performed the Phase V work as specified in Amendments VI, VII and VIII; and

WHEREAS, the City has accepted all work completed to date in Phases I through IV of the original Engineering Agreement, as amended; and PB and the City of Lincoln acknowledge that Phase V of the original Engineering Agreement, as amended, is a work in progress; and

WHEREAS, the City desires to continue the orderly development of the projects that were approved by the City of Lincoln during Phase IV, and the City desires Parsons Brinckerhoff Quade & Douglas, Inc. to proceed with additional Phase V Planning, Final Design, and Management Services (the Scope of Services,), excepting that construction phase services are limited to the integration with involved parties regarding proposed designs as they relate to construction, and Parsons Brinckerhoff Quade & Douglas, Inc. is prepared to provide further planning, final design engineering, and management services, and the City exercises its right to enter into this amendment with Parsons Brinckerhoff Quade & Douglas, Inc. for a subsequent increment of Phase V services without a new solicitation; and

WHEREAS, Phase V services are expected to continue for five to nine years, the City desires to contract for these services through Amendments with specific funding level increments and consistent work order increments; and

WHEREAS, this amendment to the original Engineering Agreement shall be effective upon its adoption by Executive Order of the Mayor of the City of Lincoln, Nebraska,

NOW, THEREFORE, IN CONSIDERATION of these facts, the City of Lincoln and Parsons Brinckerhoff Quade & Douglas, Inc. agree to amend the original Engineering Agreement as follows:

1. General Description of Scope and the Control of Work

[The following text replaces all original Engineering Agreement text and all text added in previous Amendments.]

Description of the Services to be performed for each task, or for each phase of the work is identified in Exhibit "A" "General Scope of Services." The parties hereto agree that the only portion of Exhibit "A" that is applicable to the Contract on the date of signing is the portion related to the General Scope of Services approved by this particular Amendment directed by the City through specific Work Orders authorizing work consistent with the funding levels approved by this, or subsequent amendments, except as otherwise altered by mutual written agreement(s) thereto. Other past phases are for reference information, or for the purpose of providing the proper context for services in the current Phase V General Scope of Services.

| | |
|---|---|
| Phases I & II (Completed) | Identification and Screening of Phase I Alternatives |
| Phase III (Completed) | Alternatives Evaluation and Draft Plan Selection |
| Phase IV (Completed) | Preliminary Engineering and Environmental Documentation |
| Phase V (Current) | |
| Amendment VI | Final Design and Construction Services |
| Amendment VII | Final Design and Construction Services |
| Amendment VIII | Final Design and Engineering Services |

The Scope of Services for Phase V (and previous phases) has continued broad community, business, and elected official consensus. The City of Lincoln City Council's adoption of the Antelope Valley Amended Draft Single Package (ADSP) as part of the *Lincoln - Lancaster County Comprehensive Plan* allows Antelope Valley project implementation as funding and administrative approvals are given.

This continuing consensus for further planning and engineering development of the ADSP forms the basis for the General Scope of Services for Phase V approved in Amendments VI, VII, and VIII. Note: in cases when this summary description of a scope of services appears to differ from Exhibit "A", the text of Exhibit "A" is always controlling. The following summary discussion is intended to give highlights of the specific tasks contained in Exhibit "A."

As the major focus of the Engineering Agreement, Consultant services now further project implementation through final design and engineering services, a series of specific Work Orders with estimated budgets (based on the Tasks in Exhibit "A") will be cooperatively prepared by the City and the Consultant, and upon approval by the City, they will form the basis for the services to be performed. Each Work Order will describe services to be provided, deliverables from the Consultant and materials or services to be provided by the City and Partners to the Consultant, estimated budget for the Consultant services, as well as the duration for the services used to calculate the level of effort included in that estimated budget.

The primary focus of new work in this amendment is to continue development of final engineering design plans and construction specifications for the identified Priority Phase construction projects, as set forth in the text of Exhibit "A".

Public Involvement work is expected to continue at the high level established and found to be successful in the first phases of AV studies.

Concurrent with the City final design services, the US Army Corps of Engineers (COE) continues final design services "in-house" for plans and construction specifications for the Antelope Creek Flood Control Project, as well as for the recreation trail project from J Street to the mouth of Salt Creek. Coordination between both the COE and City regarding contract scopes of service, work schedules, work products, and decision-making is a very important element of each contract and will continue.

Comprehensive and continuing Program Control tasks of process monitoring, quality control (based on ISO 9001) budgeting and scheduling for design activities form another important part of Phase V. The identification of discreet construction contract types and limits, sequencing among contracts and other activities such as rights-of-way acquisition, as well as establishing activity duration and precedence schedules, are critical to implementation performance, monitoring and control will be continued. Regular status reporting meetings for JAVA (monthly) and bimonthly with the City provide for senior Partner and Design Team management control and decision-making interface with the City and Partners.

Phase V services include review of shop drawings, working with contractors on changes, review of alternate construction methods, and providing consultation as needed for the Antelope Valley Bridge and Roadway projects Y Street, Vine Street and Military Road. Record drawings will be entered into CADD based on contractor-provided field record plans/red-lined as-built data for any construction project completed during the Amendment IX period. These record drawings will be provided to JAVA for future reference during facility maintenance and operations.

Overall Phase V management, working with the Joint Antelope Valley Authority (JAVA), the AV Technical Advisory Committee (made up of Partner technical staff), invoicing, progress reporting, and other administrative tasks are included in this phase, too.

When there is a City of Lincoln need for future work, either covered by previous Scopes of Service, or not covered, at their request, there could be further Scope of Services changes. These changes would need mutual agreement of the City and Consultant Project Managers made in the context of their management activities, and then, a corrective Amendment would be proposed for approval.

2. FEES AND PAYMENTS

[The original text is amended by this section to replace the current text of paragraph A of the original contract for engineering services, as follows.]

A. In addition to the payment provisions noted above for previous Phases I through Phase V, the City agrees to pay for additional services performed in Phase V as approved in this agreement. The Consultant shall be paid a fixed-fee-for-profit of $130,949 as defined in paragraph G of this section, and up to a maximum of $2,416,500 for actual costs as defined in paragraphs B, C, and D of this section, that are allowable subject to the terms of this agreement and the federal cost principles contained in the Federal Acquisition Regulations (48 CFR 31 and 60 CFR 52). This is an increase of $2,547,449 for Phase V Scope of Services.

It is mutually understood and agreed that work requests by the City shall be in the form of mutually agreed upon Work Orders subject to the General Scope of Services, as well as remaining approved contract funding. The actual scope and compensation to be paid the Consultant in the Work Orders shall be negotiated at the time of City need for such services.

It is further mutually understood and agreed that in no case shall the total new funds for Amendment IX, Phase V expenditures exceed $2,547,449, nor the total of all phases exceed the total of $24,471,436 without prior written approval of the City.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment to the Engineering Agreement as of the dates below indicated.

CITY OF LINCOLN, NEBRASKA

By: _____
Coleen J. Seng, Mayor

Approved by Executive Order No. 71371
Dated: Oct. 1, 2004

PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.

By: _____
Adiele Nwankwo, Vice President
Midwest District Manager
Dated: September 28, 2004

EXHIBIT "A"

There are no changes to the General Scope of Services approved in Amendment IX of this Contract. The management of all construction projects is contracted for separately.

# Antelope Valley Contract Amendment IX
# October 1, 2004 through August 31, 2005

## Work Orders

***Categories of Antelope Valley Phase V, Amendment IX Work Orders:***

### 1. Planning and Coordination Work Orders

- WO 01A
- WO 01B
- WO 02
- WO 16
- WO 18A
- WO 18B
- WO 18C
- WO 24
- WO 27
- WO 35
- WO 38
- WO 39
- WO 53
- WO 54

### 2. Engineering Work Orders

- WO 06B
- WO 06C
- WO 06D
- WO 08A
- WO 08B
- WO 08C
- WO 08D
- WO 08E
- WO 19
- WO 29
- WO 31
- WO 32
- WO 33
- WO 36
- WO 40

### 3. Future Work Orders

- WO 04
- WO 05
- WO 08E
- WO 08F
- WO 08G
- WO 13
- WO 22
- WO 26A
- WO 26B
- WO 26C
- WO 33
- WO 36

### 4. Work Orders No Longer Funded

- WO 06A
- WO 07
- WO 12
- WO 15
- WO 21
- WO 27
- WO 37

# 1. Planning and Coordination Work Orders

W.O. 01A (General Planning: East Downtown and Neighborhood Plans)
Work performed under work order 1A is for re-development plan and plan implementation work by the firm of Seacrest and Kalkowski, P. C. and possibly some additional work by RTKL.

Continued work on the adoption of the Antelope Valley Redevelopment Plan including associated work with the respective review bodies, revision of zoning regulations, coordination with the Downtown Lincoln Association and Neighborhoods Inc., assistance with plan implementation and resolution of implementation issues. This work is covered under Task 1 of the General Scope of Services.

W.O. 01B (Transportation Planning)
Work performed under work order 1B is for assistance in redevelopment plan work by Parsons Brinckerhoff and Olsson Associates as it relates to transportation planning. This work is covered under Task 1 of the General Scope of Services.

W.O. 02 (Public Involvement and Government Liaison)
The work estimated for Amendment VIII was completed in Amendment VIII. This work order will be re-funded in Amendment IX to continue public involvement and government liaison work including, as requested, one-on-one meetings, small group meetings, and larger public information meetings, participation in the City's Public Relation's committee, and web page updates. One public information meeting is included in Amendment IX. Continued discussions and processing of public art components for the Antelope Valley Phase 1 projects is also included in this work order. Tasks are described in Task 2 of the General Scope of Services.

W.O. 16 (Environmental Mitigation Design and Coordination)
The work will include implementation of the Section 106 Memorandum of Agreement mitigation items and monitoring the compliance requirements found in the Record of Decision including NEPA and Section 404 compliance in accordance with Task 25 of the General Scope of Services.

UNL will not complete their work in Amendment VIII. Their scope will carry over to Amendment IX.

W.O. 18A (Utility Design and Coordination Services — City Projects)
Work will include design-related utility coordination with both public and private utility companies for projects that are shelved (and are not covered by an active design work order). Hard locates (pot holing or vacuum excavation) on minor utilities and smaller service lines are not included.

W.O. 18B (Utility Design and Coordination Services — COE Projects)
Work will include design-related utility coordination with *private* utility companies only for COE projects. Three (3) hard locates for major utilities are included. Hard locates (pot holing or vacuum excavation) on *minor* utilities and smaller service lines, and design are not included.

W.O. 18C (Utility Design and Coordination Services — Redevelopment)
Work will include design-related utility coordination with both *public* and *private* utility companies for the redevelopment projects. Three (3) hard locates for major utilities are included. Hard locates (pot holing or vacuum excavation) on *minor* utilities and smaller service lines are not included.

W.O. 24 (Financial Planning Services)
The work estimated for Amendment VIII was completed in Amendment VIII. This is an ongoing item of work that will continue in Amendment IX in accordance with Task 20 of the General Scope of Services.

Work items include providing financial assistance for CIP updates and assisting in preparing a strategic plan to assure coordination of the AV projects with other planned projects.

W.O. 27 (Client – Design Team Coordination)
The work estimated for Amendment VIII was completed in Amendment VIII. This is an ongoing item of work that will continue in Amendment IX as part of Task 23 of the General Scope of Services. Meetings with the City Design Review committee are included in this work order.

Periodic progress reports will be part of Work Order 27, and include, as needed, updates of:

- Monthly financial and progress report
- Meeting schedules, minutes, and other routine duties for meetings
- Baseline design schedule
- Work progress schedule
- Budget for the remaining work
- Summary of activities in progress during the reporting period
- Planned activities in the next period
- Summary of period costs against each JAVA project number
- Summary of period costs by responsible agency
- Engineering estimates for changes in scope
- Ad hoc reports, as requested

W.O. 35 (Capital Costing Services)
The work estimated for Amendment VIII was completed in Amendment VIII. This is an ongoing item of work that will continue in Amendment IX as part of Task 19 of the General Scope of services.

Some of the work items would include developing and maintaining overall opinions of costs for all Antelope Valley priority projects, or for providing estimates of breakout of quantities for projects which may not have an active work order.

W.O. 38 (Master Schedule Development)
The work estimated for Amendment VIII was completed in Amendment VIII. This is an ongoing item of work that will continue in Amendment IX as part of Task 27 of the General Scope of Services.

Update the overall project schedule (bar chart / map), as requested by the client, to provide analysis of design and construction activities and data for periodic reports to JAVA.

W.O. 39 (Master and Special Agreements)
This item of work was essentially completed in Amendment VIII. No major revisions to any existing Master Agreements are included in the work estimated for Amendment IX. Work on minor railroad, utility, or other currently unidentified agreements is included in Amendment IX. Work under this work order is part of Task 26 of the General Scope of Services.

W.O. 53 (Document Control and Contract Maintenance)
The work estimated for Amendment VIII was completed in Amendment VIII. This is an ongoing item of work that will continue in Amendment IX as part of Task 22 in the General Scope of Services.

W.O. 54 (Design Team Administration, Subconsultant Coordination and Expenses)
The work estimated for Amendment VIII was completed in Amendment VIII. This is an ongoing item of work that will continue in Amendment IX as part of Task 18 of the General Scope of Services.

Senior professional manager(s) oversee the staff production of design, submittals, contract provisions development, resolve design questions, work with construction staff to develop designs that maximize construction efficiencies, and they coordinate among different offices, or different design teams doing work that is adjacent or overlapping in area.

In Amendment IX, direct expenses will be accounted for within the production work orders only. When it is not possible to allocate direct expenses to production work orders, the expenses will be accounted for in Work Order 54.

## 2. Engineering Work Orders

**Note: Work performed under the Engineering design work orders is in accordance with Tasks 4, 5, 7, 9, 12, 13 and 14 and other specifically identified Tasks of the General Scope of Services.**

W.O. 06B (Channel Coordination with COE Designs and Construction, BNSF RR Bridge)
Work estimated for Amendment VIII was completed in Amendment VIII. Continued work in Amendment IX is for bid phase services.

W.O. 06C (Channel Coordination with COE Designs and Construction, Phase 2, BNSF RR Bridge to R Street)
The work estimated for Amendment VIII was completed in Amendment VIII. However, the COE has experienced delays, so work will continue in Amendment IX. Further coordinate with the COE throughout design as described in Task 6 of the General Scope of Services. Minimal hydraulic coordination services for Channel Phase 2 are anticipated. Public utility relocation designs that are caused by the channel construction and any required right-of-way designs necessary for channel construction will be provided. Design for "betterments" to the channel are included, e.g. aesthetic treatments to the walls.

W.O. 06D (Channel Coordination with COE Designs and Construction, Phase 3, R to J Streets)
The work estimated for Amendment VIII was completed in Amendment VIII. The COE has experienced delays and work will continue in Amendment IX. Work in Amendment IX assumes the COE will not proceed with Channel Phase 3. Thus, minimal budget is included to answer questions for the COE as they arise. Hydraulic design and public utility relocation design are not included.

W.O. 08A (Channel Bridges – Final Design and Bid Documents – Y Street Roadway and Bridge
The work estimated for Amendment VIII was completed in Amendment VIII. Amendment IX work will consist of reviewing any remaining shop drawings, plan clarification questions, and preparing as-built drawings. Completion of final construction documents for the landscaping portions of this project through letting of the contract is included in this work order.

The Design Team will review and comment on shop drawings at the request of the construction management team. The Design Team will also prepare as-built record drawings from red-line construction drawings provided by the construction management team at the conclusion of construction.

Responses to Contractor RFIs, field visits, surveying, utility coordination, and other construction related technical support services are not included in this design services amendment but are included under a separate Construction Services Agreement.

W.O. 08B (Channel Bridges – Final Design and Bid Documents – Vine Street Roadway and Bridge

The work estimated for Amendment VIII was completed in Amendment VIII. Amendment IX work will consist of reviewing any remaining shop drawings, plan clarification questions, and preparing as-built drawings. Completion of final construction documents for the landscaping portions of this project through letting of the contract is included in this work order.

In Amendment IX the Design Team will continue review and comment on shop drawings at the request of the construction management team. The Design Team will also prepare as-built record drawings from red-line construction drawings provided by the construction management team at the conclusion of construction.

Responses to Contractor RFIs, field visits, surveying, utility coordination, and other construction related technical support services are not included in this design services amendment but are included under a separate Construction Services Agreement.

W.O. 08C (Channel Bridges – Final Design and Bid Documents – Military Road Roadway and Bridge

The work estimated for Amendment VIII was completed in Amendment VIII. Amendment IX work will consist of preparing as-built drawings from red-line construction drawings provided by the construction management team at the conclusion of construction. Completion of final construction documents for the landscaping portions of this project through letting of the contract is included in this work order.

Responses to Contractor RFIs, field visits, surveying, utility coordination, and other construction related technical support services are not included in this design services amendment but are included under a separate Construction Services Agreement.

W.O. 08D (Channel Bridges – Final Design and Bid Documents – O Street Roadway and Bridge)

Final design was completed in Amendment VIII except for design revisions associated with the proposed improvements along 21st Street (Antelope Drive). These design revisions will be completed in Amendment IX.

It is anticipated that the plans and specifications will be completed, reviewed by the JAVA Partnership and shelved until the fall of 2006. Final submittals to NDOR for letting approval will occur at that time.

W.O. 08E (Channel Bridges – Final Design and Bid Documents – P and Q Streets Roadway and Bridge)
Final design was completed in Amendment VIII except for design revisions associated with the proposed improvements along 21st Street (Antelope Drive). These design revisions will be completed in Amendment IX.

Plans and specifications for P and Q Streets will be completed and let for construction in 2008.

W.O. 19 (Aesthetics Design Review Services)
All work estimated in Amendment VIII was completed. Amendment IX work is to provide on-going aesthetics review and coordination with the City design review committee.

W.O. 29 (Final Design Elevated Intersection Roadway – North, West and South Legs)
Work in Amendment IX involves late bid phase and construction start-up services, as well as services for design staff to attend the public information meeting and an UNL key staff meeting for the project.

Other construction phase services, including shop drawing and submittal review, responses to Contractor RFIs, field visits, surveying, utility coordination, and other construction related technical support services are not included in this design services amendment but are included under a separate Construction Services Agreement.

W.O. 31 (Final Design – Elevated Roadway – East Leg)
LOC designs were completed in previous amendments. Based on the approved LOC designs, Amendment IX East Leg Roadway includes the roadway design work necessary to facilitate the completion of preparation of the 75% final bridge construction plans. Work includes roadway design development for the east abutment and elevated portion of the roadway, including MSE walls; necessary drainage design to accommodate bridge drainage; development of construction phasing to a level that would accommodate all bridge components; and coordination efforts required with the RR and for utilities. The scope under this work order represents approximately 27% of the total effort required to complete final roadway plans. The only survey work to be provided in Amendment IX will be that which may be required to provide the 27% design of the roadway plans.

It is anticipated that the plans and specifications will be completed in Amendment X and that final submittals to NDOR for letting approval will occur at that time.

W.O. 32 (Final Design, East-West Roadway Bridge over BNSF)
Develop bridge design and plans to 75% completion for the five-span E-W Roadway bridge over the BNSF Railroad in accordance with the most recent editions of the

AASHTO Standard Specifications for Highway Bridges and Interim Specifications, State of Nebraska, Department of Roads Standard Specifications for Highway Construction and Nebraska Department of Roads Bridge office Policies and Procedures Manual. Services also include sign truss design and light blister location. The design and plan preparation was started in Amendment VIII and will be completed to 75%in Amendment IX.

Reinforcement bar lists, bearing details, expansion joints, deck drainage, bridge lighting, and quantities will not be done under this work order. Additionally, utility location work for the UNL steam line is not included in this work order. The plans will be partially checked but the independent design check will not be done.

It is anticipated that the plans and specifications will be completed in Amendment X and that final submittals to NDOR for letting approval will occur at that time.

W.O. 33 (Final Design--North-South Roadway--Q to Y Streets)
LOC designs were completed in previous amendments. No design services will be performed during Amendment IX, and specifically, no COE coordination is included under this work order. Any requested COE coordination will be at the direction of the client as additional services under the Amendment IX scope.

It is anticipated that the plans and specifications will be completed during Amendment X and subsequently reviewed by the JAVA Partnership. The plans will be shelved until the fall of 2006 for the Y to Vine project and the fall of 2007 for the Vine to Q project. Final submittals to NDOR for letting approval will occur at that time.

W.O. 36 (Constructibility and Value Engineering)
The work estimated for Amendment VIII was completed in Amendment VIII. This is an ongoing item of work that will continue in Amendment IX. The Design Team will continue with the Constructibility and Value Engineering process on about a twice yearly basis, evaluate experiences during the previous period, provide updates to the priority package identification, schedule, and continue to seek better implementation solutions by searching for cost savings in designs, construction sequencing, and analysis of different bidding strategies. The Design Team is expecting to perform two (2) constructibility and value engineering review meetings with the Client in Amendment IX, one combining the O, P, and Q Streets projects and one combining the East Leg Roadway and Bridge Projects.

W.O. 40 (Environmental Field Testing Services)
No work is specifically identified under this work order. Budget is included for un-anticipated design related field testing services that may arise during the course of the final design process.

## 3. Future Work Orders

W.O. 04 (North-South Roadway – Final Design K to Q Streets)

W.O. 05 (North-South Roadway – Final Design Streetscape K to Q Streets)

W.O. 08E (Channel Bridges – Final Design and Bid Documents – N Street Bridge)

W.O. 08F (Antelope Creek Channel Bridges – Final Design – J Street Channel Bridge)

W.O. 08G (Antelope Creek Channel Bridges and Associated Roadways – Final Design – South Street Channel Bridge)

W.O. 13 (LOC Design Plans – East Downtown Community and Trago Parks)

W.O. 22 (LOC and Final Design – Trail – -Non-Roadway and Non-Channel)

W.O. 26A (Final Design – -East Downtown Community Park)

W.O. 26B (Final Design – Trago Park)

W.O. 28A (Final Design – Channel Landscape Phase 1)

W.O. 28B (Final Design – Channel Landscape Phase 2)

W.O. 28C (Final Design – Channel Landscape Phase 3)

W.O. 33 (Final Design – North-South Roadway – Q to Y Streets)

W.O. 36 (Constructibility and Value Engineering – J Street, N Street, South Street, and North-South Roadway Q to Y Streets)

## 4. Work Orders No Longer Funded

W.O. 06A (Channel Coordination with COE Designs and Construction, Phase 1, Salt Creek to BNSF RR)

W.O. 07 (Final TS&L's for All Bridges)

W.O. 12 [LOC Design – Roadways (All Except K to Q)]

W.O. 15 (Construction Services – Northeast Community Park)

W.O. 21 (LOC Design – Channel Landscape Phases 1, 2, & 3)

W.O. 27DE (Direct Expenses)

W.O. 37 (Quality Review and Control)

## Exhibit B

### Antelope Valley Final Design & Construction Engineering Services Costs

PHASE V, AMENDMENT IX ESTIMATE OF LABOR COSTS BY PERSONNEL CATEGORY

| Personnel Category | Sum Hours | 2004/05 Typ'l. Rate | Direct Labor | Overhead | Margin | Budget |
|---|---|---|---|---|---|---|
| **PBQ&D** | | | | | | |
| Principal | 156 | $ 75.165 | $ 11,726 | | | |
| Program Manager | 596 | $ 60.000 | $ 35,760 | | | |
| Senior Supervising Engineer | 80 | $ 63.000 | $ 5,040 | | | |
| Supervising Engineer | 570 | $ 50.811 | $ 28,962 | | | |
| Supervising Professional | 4,003 | $ 41.099 | $ 164,536 | | | |
| Senior Professional/Senor Supervisor/CADD Designer | 2,459 | $ 35.500 | $ 87,295 | | | |
| Engineer II/Senior CADD Designer | 210 | $ 29.744 | $ 6,246 | | | |
| Engineer I/CADD Designer | 1,752 | $ 29.576 | $ 51,817 | | | |
| Assistant Engineer/CADD Operator II | 540 | $ 23.695 | $ 12,795 | | | |
| CADD Operator I | - | $ 22.714 | $ - | | | |
| Administrative Assistant | 1,439 | $ 18.720 | $ 26,938 | | | |
| **Sub-Total** | **11,805** | | **$ 431,115.02** | **660,124.87** | **$ 130,948.79** | **$ 1,222,188.68** |
| **Expenses** | | | | | | $ 84,905.00 |
| **Total** | | | | | | **$ 1,307,093.68** |
| ***SUBCONSULTANTS*** | | | | | | |
| **Olsson Associates** | | | | | | |
| Principal | 56 | $ 90.000 | $ 5,040 | | | |
| Project Manager | 1,064 | $ 54.000 | $ 57,456 | | | |
| Team Leader | 2,490 | $ 47.500 | $ 118,275 | | | |
| Senior Level | 695 | $ 41.500 | $ 28,834 | | | |
| Senior Project Level | 1,192 | $ 37.500 | $ 44,714 | | | |
| Project Level | 449 | $ 31.500 | $ 14,156 | | | |
| Associate Level | 1,268 | $ 27.000 | $ 34,225 | | | |
| Assistant Level | 846 | $ 21.500 | $ 18,193 | | | |
| Admin 2/Tech 2 | 1,955 | $ 18.000 | $ 35,194 | | | |
| Admin 1/Tech 1 | 1,591 | $ 15.000 | $ 23,865 | | | |
| **Sub-Total** | **11,607** | | **$ 379,951.90** | **$ 702,835.02** | **$ 129,934.43** | **$ 1,212,721.36** |
| **Expenses** | | | | | | $ 100,213.50 |
| **Total** | | | | | | **$ 1,312,934.86** |

| **Specialty Subconsultant** | Sum Hours | 2003 Typ'l. Rate | Direct Labor | Expenses | | |
|---|---|---|---|---|---|---|
| Seacrest & Kalkowski | 570 | $ 260.00 | $ 148,200.00 | $ 2,400.00 | | |
| Wallace Consulting | 180 | $ 175.00 | $ 31,500.00 | $ 1,000.00 | | |
| Erickson & Sullivan | 1,500 | $ 80.00 | $ 120,000.00 | $ 3,000.00 | | |
| RTKL | - | - | $ 29,000.00 | $ - | | |
| UNL-Anthropology | 900 | $ 25.00 | $ 22,500.00 | $ 15,300.00 | | |
| Kim Todd | 56.5 | $ 80.00 | $ 4,520.00 | $ - | | |
| **Sub-Total** | **3,206.5** | | **$ 355,720.00** | | | **$ 355,720.00** |
| **Expenses** | | | | | | $ 21,700.00 |
| **Total** | | | | | | **$ 377,420.00** |
| **DESIGN TEAM TOTAL** | **26,618** | | **$ 1,166,786.92** | **$ 1,362,959.90** | **$ 260,883.22** | **$ 2,790,630.03** |
| | | | | | | **$ 206,818.50** |
| | | | | | | **$ 2,997,448.53** |

## AMENDMENT IX WORK ORDER FEE ESTMATE LOOK-UP TABLES

**Main Data Entry Worksheet for Expense Categories, Overhead Rates, Margin Rates, and Personnel Category Salary Rates.**
**Phase V -- Antelope Valley Design and Construction Engineering Services**

### Parsons Brinckerhoff Project Cost Parameters

| # Sheets | Avg. Monthly Hrs/Person | Project Duration (Months) |
|---|---|---|
| - | | 12 |
| **Overhead** | **Margin** | **Avg Hours/Sheet** |
| 1.575<br>1.047 | 0.12 | - |

COMBINED O/H and Margin Factor **2.884**
**2.2926**

* 596 hrs for PB's PM calculated using field O/H rate of 1.047 (combined O/H and margin rate of 2.2926.)
* The field O/H rate is an estimated amount, under review, and subject to change.

### Olsson Associates Project Cost Parameters

| # Sheets | Avg. Monthly Hrs/Person | Project Duration (Months) |
|---|---|---|
| | | 12 |
| **Overhead** | **Margin** | **Avg Hours/Sheet** |
| 1.8498 | 0.12 | - |

COMBINED O/H and Margin Factor **3.191776**

Estimated 2004-2005 Rates

| LABOR CLASS | Grade | Rate |
|---|---|---|
| **PB** | | |
| Principal | | $ 75.165 |
| Program Manager - field rate | | $ 60.000 |
| Senior Supervising Engineer | P-13 | $ 63.000 |
| Supervising Engineer | P-12 | $ 50.811 |
| Supervising Professional | P-11 | $ 41.099 |
| Senior Professional | P-10 | $ 35.500 |
| Engineer II | P-09 | $ 29.744 |
| Engineer I | P-08 | $ 29.576 |
| Assistant Engineer | P-07 | $ 23.695 |
| Senior Supervisor/CADD Designe | T-10 | $ 32.419 |
| Senior CADD Designer | T-09 | $ 25.202 |
| CADD Designer | T-08 | $ 19.751 |
| CADD Operator II | T-07 | $ 21.840 |
| CADD Operator I | T-06 | $ 22.714 |
| Administrative Assistant II | A-06 | $ 18.720 |
| **OA** | | |
| Principal | | $ 90.000 |
| Project Manager | | $ 54.000 |
| Team Leader | | $ 47.500 |
| Senior Level | | $ 41.500 |
| Senior Project Level | | $ 37.500 |
| Project Level | | $ 31.500 |
| Associate Level | | $ 27.000 |
| Assistant Level | | $ 21.500 |
| Admin 2/Tech 2 | | $ 16.000 |
| Admin 1/Tech 1 | | $ 15.000 |
| **SPECIALITY SUBCONSULTANTS** | | |
| Seacrest & Kalkowski | | $ 260.00 |
| Wallace Consulting | | $ 175.00 |
| Erickson & Sullivan | | $ 80.00 |
| RTKL | | - |
| UNL-Anthropology | | $ 25.00 |
| Kim Todd | | $ 80.00 |

DIRECT EXPENSES AT ESTIMATED COSTS

| EXPENSES | $ Ea. |
|---|---|
| Travel, mile (car) | $ 0.375 |
| Travel, mile (survey vehicle) | $ 0.50 |
| Meals (per day) | $ 30.00 |
| Lodging (per night) | $ 80.00 |
| Airline Travel - Long Flight (RT) | $ 700.00 |
| Airline Travel - Short Flight (RT) | $ 400.00 |
| Auto Rental and Gas (daily) | $ 100.00 |
| Parking/Taxi/Subway | $ 25.00 |
| Half Size Plots (each) | $ 0.25 |
| Final Plots (each) | $ 3.00 |
| Misc. Reproduction (month) | $ 400.00 |
| Shpmt & Phone & Network Fees | $ 600.00 |
| Field Vehicle Lease & Gas (month) | $ 265.00 |
| Project Software (month) | $ 4,000.00 |
| Project Hardware (month) | $ 2,000.00 |
| Office Space | $ 1,200.00 |
| Office Supplies | $ 300.00 |
| OA Special Travel | LS |
| OA Project Software (Annual Unit) | $ 2,300.00 |
| CA Miscellaneous Copies (Monthly) | LS |
| OA -- HWS Geotech/other subs | $ 16,000.00 |
| OA Drilling/Laboratory/Utility Locate | $ 2,000.00 |
| OA Public Meeting Expenses | $ 5,000.00 |

**Antelope Valley Design Team -- Amendment IX**
**Summary Hours and Dollars Estimate per Work Order**
**Eleven Months (October 1, 2004 through August 31, 2005)**

PLANNING AND COORDINATION and ENGINEERING

## OVERALL SUMMARY

Page File: 1661111
Go Back - Select Spreadsheet

| Work Order No. | Description Review Sample Sheet | SHARED COSTS | AVA Project Mgr | HOURS PB | HOURS OA | HOURS Specialty Subs | | LABOR, OVERHEAD & MARGIN PB | LABOR, OVERHEAD & MARGIN OA | LABOR, OVERHEAD & MARGIN Specialty Subs | | EXPENSES PB | EXPENSES OA | EXPENSES Specialty Subs | TOTAL HOURS | | | | | MARGIN | TOTAL | DIRECT EXPENSES | Work Order Grand Total | Work Order No. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Planning and Coordination Work Orders** | | | | | | | | | | | | | | | | | | | | | | | |
| 01A | Design Planning, Land Use Plan and Other Planning Plans | | 860305 | 0 | 0 | 598 | | 0 | 0 | 103,565 | | 0 | 0 | 1,500 | 598 | | | | | $ 103,565 | $ 103,565 | $ 1,500 | $ 105,065.00 | 01A |
| 01B | Transportation Planning | | 860305 | 36 | 598 | 0 | | 6,942 | 60,861 | 14,475 | | 0 | 1,036 | 200 | 634 | | | | | $ 7,265 | $ 61,878 | $ 1,236 | $ 63,113.90 | 01B |
| 02 | Public Involvement & Consensus Building | x | ALL | 175 | 590 | 462 | | 21,166 | 77,879 | 86,620 | | 0 | 18,072 | 2,300 | 1,298 | | | | | $ 10,812 | $ 185,960 | $ 20,572 | $ 206,436.99 | 02 |
| 15 | Environmental Mitigation Design & Coordination | x | ALL | 48 | 60 | 900 | | 5,367 | 1,301 | 22,500 | | 0 | 258 | 15,300 | 1,008 | | | | | $ 1,394 | $ 35,508 | $ 15,568 | $ 51,076.04 | 15 |
| 15A | Utility Design and Coordination Services - City Projects | x | ALL | 0 | 112 | 0 | | 0 | 13,252 | 0 | | 0 | 518 | 0 | 112 | | | | | $ 1,247 | $ 13,252 | $ 518 | $ 13,770.26 | 15A |
| 15B | Utility Design and Coordination Services - CDP Projects | x | ALL | 0 | 784 | 0 | | 0 | 30,254 | 0 | | 0 | 6,518 | 0 | 784 | | | | | $ 18,908 | $ 30,254 | $ 6,518 | $ 36,801.57 | 15B |
| 15C | Utility Design and Coordination Services - Partnerships | x | ALL | 0 | 784 | 0 | | 0 | 30,254 | 0 | | 0 | 6,518 | 0 | 784 | | | | | $ 9,874 | $ 30,254 | $ 6,518 | $ 36,801.57 | 15C |
| 74 | Financial Planning | x | ALL | 120 | 0 | 0 | | 11,642 | 0 | 0 | | 0 | 0 | 0 | 120 | | | | | $ 1,247 | $ 11,642 | $ - | $ 11,641.96 | 74 |
| 77 | Client Design Team Coordination | x | ALL | 588 | 560 | 257 | | 73,853 | 81,358 | 48,820 | | 0 | 1,036 | 200 | 1,428 | | | | | $ 19,608 | $ 203,832 | $ 1,236 | $ 205,067.73 | 77 |
| 85 | Copyright Listing Services | x | ALL | 50 | 510 | 0 | | 8,901 | 45,057 | 0 | | 0 | 500 | 0 | 560 | | | | | $ 5,874 | $ 53,958 | $ 500 | $ 54,458.05 | 85 |
| 90 | Schedule Development | x | ALL | 72 | 96 | 0 | | 9,143 | 11,120 | 0 | | 0 | 500 | 0 | 168 | | | | | $ 2,121 | $ 20,263 | $ 500 | $ 20,763.20 | 90 |
| 96 | Master and Special Agreements | x | ALL | 2 | 128 | 0 | | 375 | 15,906 | 0 | | 0 | 500 | 0 | 130 | | | | | $ 1,753 | $ 16,281 | $ 500 | $ 16,780.78 | 96 |
| 97 | Development Control and Compliance Maintenance | x | ALL | 2,142 | 660 | 0 | | 173,236 | 43,185 | 0 | | 0 | 1,500 | 0 | 2,802 | | | | | $ 23,220 | $ 216,722 | $ 1,500 | $ 218,222.44 | 97 |
| 98 | Design Team Administration and Subconsultant Coordination and Services | x | ALL | 2,024 | 1,328 | 0 | | 243,791 | 204,579 | 0 | | 56,873 | 3,200 | 0 | 3,352 | | | | | $ 47,870 | $ 447,770 | $ 59,873 | $ 507,642.47 | 98 |
| | **Summary Total** | | | 5,308 | 5,210 | 2,297 | | 551,934 | 622,113 | 275,720 | | 56,873 | 40,146 | 19,700 | 12,815 | | | | | $ 125,784 | $ 1,449,794 | $ 126,539 | $ 1,576,332.61 | |
| | **Engineering Work Orders** | | | | | | | | | | | | | | | | | | | | | | | |
| 0N0 | Channel - Final Design Coordination 20th 4th Bridge | | 860104 | 10 | 168 | 0 | | 1,231 | 17,976 | 0 | | 0 | 967 | 0 | 178 | | | | | $ 2,057 | $ 19,198 | $ 967 | $ 20,165.94 | 0N0 |
| 0NC | Channel - Final Design Coordination 20th 4th Bridge (4th Street) | | 860202 | 50 | 1,031 | 0 | | 8,193 | 95,397 | 0 | | 0 | 1,966 | 0 | 1,081 | | | | | $ 10,865 | $ 101,590 | $ 1,966 | $ 103,556.28 | 0NC |
| 0N0 | Channel - Final Design Coordination R Street to J Street | | 860203 | 32 | 510 | 0 | | 4,264 | 49,906 | 0 | | 0 | 1,966 | 0 | 542 | | | | | $ 5,782 | $ 53,969 | $ 1,966 | $ 55,935.83 | 0N0 |
| 0N4 | Channel Design - Landscape Elements and Construction Compliance R Street | | 860101 | 280 | 348 | 150 | | 29,049 | 27,296 | 12,000 | | 0 | 2,868 | 100 | 778 | | | | | $ 4,536 | $ 68,334 | $ 2,968 | $ 71,302.99 | 0N4 |
| 0N0 | Channel Design - Landscape Elements and Construction Compliance one Street | | 860102 | 256 | 548 | 150 | | 27,075 | 43,939 | 12,000 | | 0 | 2,868 | 300 | 954 | | | | | $ 7,597 | $ 82,965 | $ 3,168 | $ 86,072.77 | 0N0 |
| 0NC | Channel Design - Landscape Elements and Construction Compliance Mission Rd | | 860103 | 370 | 230 | 40 | | 38,330 | 18,125 | 3,200 | | 1,892 | 2,868 | 100 | 640 | | | | | $ 5,727 | $ 56,655 | $ 4,860 | $ 61,514.77 | 0NC |
| 0N2 | Channel Design - Final Design to Bid Documents 20 Street | | 860104 | 50 | 744 | 100 | | 5,967 | 58,718 | 8,000 | | 120 | 2,618 | 500 | 874 | | | | | $ 6,439 | $ 66,673 | $ 3,238 | $ 69,910.54 | 0N2 |
| 0N0 | Channel Design - Final Design to Bid Documents R & G Streets | | 860105 | 80 | 1,083 | 100 | | 9,957 | 96,243 | 8,000 | | 120 | 6,268 | 500 | 1,263 | | | | | $ 11,271 | $ 113,198 | $ 6,888 | $ 120,085.84 | 0N0 |
| 10 | Aesthetics Design Review Services | x | ALL | 44 | 440 | 390 | | 5,842 | 53,822 | 28,800 | | 0 | 2,025 | 0 | 848 | | | | | $ 6,371 | $ 88,262 | $ 2,025 | $ 90,288.48 | 10 |
| 20 | Road Design - Tehachapi Interchange Roadway North West & South East | | 860106 | 0 | 160 | 0 | | 0 | 18,561 | 0 | | 0 | 5,144 | 0 | 160 | | | | | $ 1,785 | $ 18,561 | $ 5,144 | $ 23,705.57 | 20 |
| 30 | Road Design - Tehachapi Interchange Bridge North & South Bridge | | 860106 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | | | | $ - | $ - | $ - | $ - | 30 |
| 31 | Road Design - Elevated Roadway Testing | | 860107 | 1,073 | 281 | 0 | | 148,118 | 30,948 | 0 | | 4,000 | 4,072 | 0 | 1,354 | | | | | $ 19,152 | $ 179,761 | $ 8,072 | $ 188,833.47 | 31 |
| 32 | Road Design - Roadway Elevated Roadway Bridge - Factoring over Hwy 138 | | 860107 | 3,532 | 464 | 100 | | 349,494 | 44,968 | 8,000 | | 8,500 | 1,000 | 500 | 3,996 | | | | | $ 42,141 | $ 401,312 | $ 10,000 | $ 411,312.34 | 32 |
| 33 | Road Design - North South Roadway R & H Streets | | 860108 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | | | | $ - | $ - | $ - | $ - | 33 |
| 35 | Construction & Value Engineering | x | ALL | 388 | 140 | 0 | | 45,934 | 14,331 | 0 | | 3,600 | 1,538 | 0 | 528 | | | | | $ 8,381 | $ 59,866 | $ 5,138 | $ 64,991.85 | 35 |
| 40 | Environmental Field Testing Services | x | ALL | 0 | 100 | 0 | | 0 | 12,345 | 0 | | 0 | 10,538 | 0 | 100 | | | | | $ 1,494 | $ 13,845 | $ 10,538 | $ 24,384.06 | 40 |
| | **Summary Total** | | | 8,497 | 8,297 | 1,000 | | 870,221 | 580,606 | 96,000 | | 18,232 | 80,048 | 2,000 | 13,794 | | | | | $ 133,090 | $ 1,540,828 | $ 80,240 | $ 1,621,113.92 | |
| | | | | 11,803 | 11,667 | 3,297 | | 1,222,189 | 1,212,721 | 395,720 | | 84,905 | 100,214 | 21,700 | | | | | | | | | | |
| | **Grand Total** | | | | | | | | | | | | | | 26,610 | | | | | $ 266,883 | $ 2,990,638 | $ 206,819 | $ 2,997,448.53 | |

| | |
|---|---|
| New Money for Amd IX | $ 2,547,448.53 |
| Estimated Design Team Amd. VIII Carryover | $ 450,000.00 |
| Total Amt for Use in Amd IX | $ 2,997,448.53 |

**Antelope Valley Design Team — Amendment IX**
**Detail Labor Classification Hours and Dollars Estimate per Work Order**
**Eleven Months (October 1, 2004 through August 31, 2005)**

**PLANNING AND COORDINATION and ENGINEERING**

***PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.***

ESTIMATED LABOR (HRS.)

| Work Order No. | Description of Work Tasks | Work Order | Principal | Program Manager | Senior Supervising Engineer | Supervising Engineer | Supervising Professional | Senior Professional (Senior Technician, CADD Designer) | Engineer II (Senior CADD Designer) | Engineer I (CADD Designer) | Assistant Engineer (CADD Operator II) | CADD Operator I | Administrative | TOTAL PERSON HOURS | TOTAL PERSON DAYS | TOTAL LABOR BILL | TOTAL OVERHEAD (OH) | SUB TOTAL | MARGIN | TOTAL | DIRECT EXPENSES | Work Order Grand Total | Work Order No. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Planning and Coordination Work Orders** | | | | | | | | | | | | | | | | | | | | | | |
| 01A | Design Planning Facilities Management Meetings/Plans | Jordan | | | | | | | | | | | | 0 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | 01A |
| 01B | Design Liaison Practice | Jordan | | 16 | | | 40 | | | | | | | 56 | 7 | $ 2,464 | $ 3,484 | $ 5,948 | $ 144 | $ 6,092 | $ - | $ 6,092.17 | 01B |
| 02 | Public Involvement & Education Liaison | Hensch | | 16 | | | 100 | | | | | | | 116 | 22 | $ 7,539 | $ 10,662 | $ 18,200 | $ 2,756 | $ 21,196 | $ - | $ 21,196.66 | 02 |
| 16 | Environmental Mitigation Design & Coordination | Jordan | | 4 | | | 40 | | | | | | | 44 | 5 | $ 2,964 | $ 4,193 | $ 7,158 | $ 190 | $ 7,347.37 | $ - | $ 7,347.37 | 16 |
| 18A | Utility Design and Coordination Services - City Projects | Jordan | | | | | | | | | | | | 0 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | 18A |
| 18B | Utility Design and Coordination Services - LACMTA Projects | Jordan | | | | | | | | | | | | 0 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | 18B |
| 18C | Utility Design and Coordination Services - Relocatements | Jordan | | | | | | | | | | | | 0 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | 18C |
| 24 | Environmental Planning | Sebaali | | | | | 80 | | | | | | 80 | 160 | 15 | $ 4,037 | $ 5,708 | $ 10,395 | $ 1,247 | $ 11,642 | $ - | $ 11,641.90 | 24 |
| 27 | Plans - Design Team Coordination | Jordan | | 208 | | | 300 | | | | | | | 508 | 74 | $ 26,040 | $ 37,964 | $ 65,782 | $ 7,891 | $ 73,663 | $ - | $ 73,663.36 | 27 |
| 35 | Capital Costing Services | Jordan | | | | | 40 | | | | | | 40 | 80 | 10 | $ 2,353 | $ 3,368 | $ 5,721 | $ 710 | $ 6,431 | $ - | $ 6,430.73 | 35 |
| 36 | Schedule Development | Jordan | | 32 | | | 40 | | | | | | | 72 | 9 | $ 3,584 | $ 5,580 | $ 9,163 | $ 980 | $ 9,143 | $ - | $ 9,143.06 | 36 |
| 39 | Master and Special Agreements | Hensch | | 2 | | | | | | | | | | 2 | 0 | $ 100 | $ 125 | $ 248 | $ 30 | $ 278 | $ - | $ 278.13 | 39 |
| 53 | Equipment Control and Design Maintenance | Sebaali | | 24 | | | 630 | 372 | | | | | 1,176 | 2,142 | 268 | $ 62,466 | $ 94,477 | $ 156,944 | $ 16,543 | $ 173,538 | $ - | $ 173,537.73 | 53 |
| 54 | Design Team Administration and Submittal Log Coordination | Jordan | 40 | 208 | 80 | | 1,436 | 80 | | | | | 160 | 2,024 | 253 | $ 90,983 | $ 136,252 | $ 211,470 | $ 25,206 | $ 243,317 | $ 36,672 | $ 279,989.18 | 54 |
| | **Summary Total** | | **80** | **510** | **80** | **0** | **2,646** | **452** | **0** | **0** | **0** | **0** | **1,416** | **5,208** | **664** | **$ 197,660.81** | **$ 296,158.98** | **$ 493,819.79** | **$ 56,138.37** | **$ 551,958.17** | **$ 36,672.00** | **$ 588,631.17** | |
| | **Engineering Work Orders** | | | | | | | | | | | | | | | | | | | | | | |
| 06D | Channel - Final Design Construction BNSF RR Bridge | Hensch | | 12 | | | 8 | | | | | | | 20 | 2 | $ 948.70 | $ 943 | $ 1,892 | $ 331 | $ 2,223 | $ - | $ 1,223.21 | 06D |
| 06C | Channel - Final Design Construction BNSF RR Bridge to R Street | Hensch | | 14 | | | 36 | | | | | | | 50 | 6 | $ 2,372.35 | $ 2,232 | $ 4,604 | $ 594 | $ 5,198 | $ - | $ 5,198.88 | 06C |
| 06D | Channel - Final Design Construction R Street to J Street | Hensch | | 14 | | | 18 | | | | | | | 32 | 4 | $ 1,516.70 | $ 1,429 | $ 2,945 | $ 425 | $ 3,370 | $ - | $ 3,369.94 | 06D |
| 06A | Channel Bridges - Landscape Documents and Construction Consultation F Street | Hensch | | | | 40 | 80 | | 100 | 40 | | | | 260 | 33 | $ 10,905.32 | $ 15,450 | $ 26,355 | $ 3,111 | $ 29,467 | $ - | $ 29,466.52 | 06A |
| 06B | Channel Bridges - Landscape Documents and Construction Consultation Kyle Street | Hensch | | | | 36 | 90 | | 90 | 40 | | | | 256 | 32 | $ 10,746.11 | $ 15,218 | $ 25,964 | $ 3,110 | $ 29,073 | $ - | $ 29,073.34 | 06B |
| 06C | Channel Bridges - Landscape Documents and Construction Consultation Mabury Rd | Arkenstone | | | | 16 | 114 | 80 | 20 | | 140 | | | 370 | 46 | $ 15,292.44 | $ 21,646 | $ 37,939 | $ 3,785 | $ 41,724 | $ 1,892 | $ 37,322.27 | 06C |
| 06D | Channel Bridges - Final Design to Bid Documents D Street | Dewar | | | | 40 | | 40 | | | | | | 80 | 10 | $ 3,492.44 | $ 5,436 | $ 8,928 | $ 1,067 | $ 9,971 | $ 170 | $ 10,078.84 | 06D |
| 06E | Channel Bridges - Final Design to Bid Documents P & Q Streets | Dewar | | | | 40 | | 40 | | | | | | 80 | 10 | $ 3,492.44 | $ 5,436 | $ 8,928 | $ 1,067 | $ 9,971 | $ 170 | $ 10,078.84 | 06E |
| 19 | Aesthetics Design Review Services | Jordan / Hensch | | 8 | | | 48 | | | | | | | 56 | 6 | $ 2,127.96 | $ 3,092 | $ 5,219 | $ 623 | $ 5,842 | $ - | $ 5,841.63 | 19 |
| 29 | Final Design - Elevated Interchange Roadway North West & South Legs | Arkenstone | | | | | | | | | | | | 0 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | 29 |
| 30 | Final Design - Elevated Interchange Bridges North & South Legs | Dewar | | | | | | | | | | | | 0 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | 30 |
| 31 | Final Design - Elevated Roadway Leaving | Arkenstone | 40 | 4 | | | 120 | 900 | | 400 | 480 | | | 1,944 | 242 | $ 51,400.92 | $ 80,836 | $ 132,246 | $ 15,870 | $ 148,116 | $ 4,000 | $ 152,115.83 | 31 |
| 32 | Final Design - Elevated Time and Roadway Bridges East Leg over BNSF RR | Dewar | 40 | 4 | 250 | 435 | 1,275 | 0 | 1,200 | | | | | 3,202 | 411 | $ 130,860.08 | $ 185,220 | $ 316,080 | $ 37,930 | $ 348,404 | $ 8,560 | $ 356,964.08 | 32 |
| 33 | Final Design - North / South Roadway - Q & V Streets | Hensch | 0 | | | 0 | 0 | | | | | | | 0 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | 33 |
| 36 | Construction Mgt & Value Engineering | Jordan | | 40 | | 48 | 214 | 32 | | 12 | | | 20 | 366 | 46 | $ 16,101.76 | $ 24,102 | $ 40,204 | $ 4,825 | $ 45,034 | $ 3,660 | $ 48,694.44 | 36 |
| 40 | Environmental Field Staging Services | Hensch | | | | | | | | | | | | 0 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | 40 |
| | **Summary Total** | | **96** | **86** | **0** | **670** | **1,155** | **3,067** | **210** | **1,782** | **640** | **0** | **21** | **8,487** | **812** | **333,464.21** | **366,965.89** | **698,420.10** | **71,810.41** | **670,230.81** | **16,033.00** | **$ 686,663.81** | |
| | **TOTAL PERSON HOURS** | | **176** | **596** | **80** | **670** | **4,003** | **3,459** | **210** | **1,782** | **640** | **0** | **1,439** | **11,805** | **1,476** | **$ 531,115.02** | **$ 660,124.87** | **$ 1,091,239.89** | **$ 128,948.78** | **$ 1,222,188.68** | **$ 52,705.00** | **$ 1,307,093.68** | |
| | **TOTAL PERSON DAYS** | | **20** | **75** | **10** | **71** | **500** | **307** | **26** | **219** | **68** | **0** | **180** | | | | | | | | | | |
| | **TOTAL LBR, OH & MARGIN** | | **$ 33,917** | **$ 81,968** | **$ 14,531** | **$ 83,027** | **$ 474,521** | **$ 351,757** | **$ 18,014** | **$ 149,441** | **$ 36,902** | **$ -** | **$ 77,669** | | | | | | | | | | |

**Antelope Valley Design Team --- Amendment IX**
**Detail Labor Classification Hours and Dollars Estimate per Work Order**
**Eleven Months (October 1, 2004 through August 31, 2005)**

**PLANNING AND COORDINATION and ENGINEERING**

*Olsson Associates*

**ESTIMATED LABOR (HRS.)**

| Work No. | Cost Item | Work Order Manager | Pm | Dep. Mgr | Supervising Engr | Sr. Engr II | Sr. Engr I | Proj. Engr | Assoc. Engr | Asst. Engr | Admin. Asst. II | Admin. Asst. I | | TOTAL PERSON HOURS | TOTAL PERSON DAYS | TOTAL LABOR COST (A) | TOTAL OVERHEAD COST (B) | SUB TOTAL (A+B) | MARGIN (C) | TOTAL (A+B+C) | DIRECT EXPENSES (D) | Work Order Grand Total (A+B+C+D) | Work No. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Planning and Coordination Work Orders** | | | | | | | | | | | | | | | | | | | | | | |
| 01B | Parcel 61 Survey Land Development and Tentative Tract Plans | Jordan | | | | | | | | | | | | 0 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | 01B |
| 01E | Fee Mitigation Plan | Jordan | 16 | 32 | | 120 | 120 | | | 140 | 140 | 40 | | 468 | 74 | $ 19,958 | $ 30,272 | $ 50,230 | $ 5,521 | $ 55,751 | $ 1,006.00 | $ 61,896.78 | 01E |
| 02 | Public Involvement & Environmental Mitigation | Hancock | 40 | 160 | 160 | 160 | | 40 | 40 | 40 | 160 | 160 | | 800 | 83 | $ 24,400 | $ 45,120 | $ 69,520 | $ 8,344 | $ 77,879 | $ 180,012.00 | $ 99,861.33 | 02 |
| 03 | Traffic Design and Coordination Design 1 Intersection | Jordan | | | | 32 | | 32 | | | 32 | | | 96 | 10 | $ 2,755 | $ 4,741 | $ 7,496 | $ 899 | $ 8,395 | $ - | $ 7,768.47 | 03 |
| 04A | Utility Design and Coordination Services -- City Projects | Jordan | | 4 | 44 | | | | 48 | | | | | 112 | 14 | $ 4,107 | $ 7,066 | $ 11,173 | $ 1,340 | $ 12,513 | $ 518.00 | $ 12,779.25 | 04A |
| 04B | Utility Design and Coordination Services -- CCSF Projects | Jordan | | 20 | 80 | | | | 144 | | | 40 | | 284 | 35 | $ 9,488 | $ 17,931 | $ 27,419 | $ 3,290 | $ 30,709 | $ 5,518.00 | $ 36,801.27 | 04B |
| 04C | Utility Design and Coordination Services -- Right of Way | Jordan | | 20 | 80 | | | | 144 | | | 40 | | 284 | 35 | $ 9,488 | $ 17,931 | $ 27,419 | $ 3,290 | $ 30,709 | $ 5,518.00 | $ 36,801.27 | 04C |
| 24 | Revenue Planning | Sellers | | | | | | | | | | | | - | - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | 24 |
| 27 | Event - Design Team Coordination | Jordan | | 320 | 200 | | 100 | | | | 80 | | | 780 | 73 | $ 25,440 | $ 47,151 | $ 72,641 | $ 8,717 | $ 81,358 | $ 1,006.00 | $ 82,394.37 | 27 |
| 35 | Graphic Design Services | Jordan | | 16 | 80 | | | 80 | 300 | | 50 | | | 526 | 44 | $ 14,630 | $ 26,945 | $ 41,575 | $ 4,935 | $ 46,510 | $ 500.00 | $ 46,857.33 | 35 |
| 36 | Drawings (Illustrations) | Jordan | | 16 | 40 | | | | | | 40 | | | 96 | 12 | $ 2,484 | $ 9,043 | $ 11,527 | $ 1,152 | $ 12,679 | $ 500.00 | $ 11,825.15 | 36 |
| 38 | Master and Special Agreements | Hancock | | 8 | 80 | | | | | | 40 | | | 128 | 16 | $ 4,962 | $ 9,150 | $ 14,112 | $ 1,693 | $ 15,805 | $ 500.00 | $ 15,355.67 | 38 |
| 43 | Document Control and Contract Maintenance | Sellers | | 40 | 40 | | | | | 100 | 300 | 700 | | 1,180 | 83 | $ 13,530 | $ 23,028 | $ 36,558 | $ 4,577 | $ 41,135 | $ 1,006.00 | $ 44,464.73 | 43 |
| 44 | Design Team Administration and Subconsultant Coordination | Jordan | | 420 | 120 | 100 | 100 | | | | | | | 1,320 | 165 | $ 54,080 | $ 140,133 | $ 192,213 | $ 21,914 | $ 214,126 | $ 3,518.00 | $ 207,729.01 | 44 |
| | **Summary Total** | | 56 | 964 | 1,484 | 330 | 320 | 90 | 496 | 540 | 842 | 840 | | 5,910 | 564 | $ 164,913 | $ 340,548 | $ 505,460 | $ 56,854 | $ 562,314 | $ 40,186.00 | $ 602,281.44 | |
| | **Engineering Work Orders** | | | | | | | | | | | | | | | | | | | | | | |
| 01D | Engineer - Final Design Coordination Bridge 4th Street | Hancock | | 8 | 40 | | | | 40 | | 40 | | | 128 | 21 | $ 3,532 | $ 10,418 | $ 13,950 | $ 1,675 | $ 15,625 | $ 2,000.00 | $ 18,883.58 | 01D |
| 01E | Engineer - Final Design Coordination Bridge 4th Street N/B Sewer | Hancock | | 8 | 160 | 100 | 32 | 172 | 120 | 40 | 40 | 120 | | 1,000 | 79 | $ 29,880 | $ 55,284 | $ 85,170 | $ 10,221 | $ 95,391 | $ 3,000.00 | $ 104,006.40 | 01E |
| 01F | Engineer - Final Design Coordination N Street to 5 Street | Hancock | | 4 | 96 | 32 | 96 | 92 | 40 | 12 | 12 | 172 | | 536 | 64 | $ 13,637 | $ 28,905 | $ 42,542 | $ 5,241 | $ 47,783 | $ 5,000.00 | $ 58,678.48 | 01F |
| 01G | Engineer Bridges -- Landscape Documents and Construction Coordination 1 Street | Hancock | | 8 | 20 | | 80 | | 40 | | 100 | 100 | | 348 | 44 | $ 8,532 | $ 15,819 | $ 24,351 | $ 2,925 | $ 27,276 | $ 2,000.00 | $ 30,164.07 | 01G |
| 01H | Engineer Bridges -- Landscape Documents and Construction Coordination Kite Street | Hancock | | 8 | 40 | | 100 | | 100 | | 150 | 150 | | 548 | 70 | $ 13,276 | $ 25,457 | $ 38,733 | $ 4,648 | $ 43,380 | $ 2,000.00 | $ 48,457.47 | 01H |
| 01G | Engineer Bridges -- Landscape Documents and Construction Coordination Massey Rd. | Wickersham | | 4 | 16 | | 40 | | 20 | | 100 | 40 | | 220 | 29 | $ 3,673 | $ 10,504 | $ 14,177 | $ 1,942 | $ 16,120 | $ 2,000.00 | $ 20,992.96 | 01G |
| 01G | Engineer Bridges -- Final Design to Bid Documents 1 Street | Lewis | | 4 | 104 | 80 | 32 | 12 | 100 | 40 | 100 | 160 | | 632 | 50 | $ 21,329 | $ 36,824 | $ 58,153 | $ 7,262 | $ 65,416 | $ 2,518.00 | $ 71,033.75 | 01G |
| 01H | Engineer Bridges -- Final Design to Bid Documents P & Q Streets | Lewis | | 4 | 136 | 120 | 192 | 24 | 160 | 80 | 260 | 220 | | 1,062 | 135 | $ 29,840 | $ 46,197 | $ 76,037 | $ 10,204 | $ 86,241 | $ 5,256.00 | $ 101,809.90 | 01H |
| 19 | Aesthetics Design Review Services | Jordan / Hancock | | 40 | 120 | | 200 | | | | 40 | | | 440 | 55 | $ 16,800 | $ 37,017 | $ 53,817 | $ 5,745 | $ 59,562 | $ 3,518.00 | $ 69,846.84 | 19 |
| 24 | Final Design - Elevated Intersection Roadway, North West & South Legs | Wickersham | | 20 | 20 | | 40 | | 20 | 20 | 40 | | | 160 | 20 | $ 5,270 | $ 9,506 | $ 14,776 | $ 1,780 | $ 16,561 | $ 5,144.00 | $ 21,808.67 | 29 |
| 30 | Final Design - Elevated Intersection Bridges North & South Legs | Lewis | | | | | | | | | | | | 0 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | 30 |
| 31 | Final Design - Elevated Roadway - East Leg | Wickersham | | | 120 | 0 | 0 | 0 | 80 | 40 | 0 | 0 | | 240 | 35 | $ 9,240 | $ 17,761 | $ 27,367 | $ 3,283 | $ 30,645 | $ 4,072.00 | $ 34,717.84 | 31 |
| 32 | Final Design - Roadway Elevated Roadway Bridges - East Leg over BNSF RR | Lewis | | | 134 | | 80 | 20 | 120 | 20 | 60 | 80 | | 514 | 56 | $ 14,010 | $ 26,931 | $ 40,941 | $ 4,912 | $ 45,853 | $ 4,000.00 | $ 49,808.29 | 32 |
| 33 | Final Design - South / South Roadway - Q & Y Streets | Hancock | | | | | | | | | | | | 0 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | 33 |
| 36 | Construction & Utilities Engineering | Jordan | 12 | 32 | 32 | 12 | | 12 | 12 | 24 | 24 | | | 140 | 16 | $ 4,490 | $ 8,308 | $ 12,798 | $ 1,535 | $ 14,333 | $ 1,000.00 | $ 15,867.67 | 36 |
| 40 | Environmental Testing Services | Hancock | 40 | 20 | | | | 40 | 0 | | | | | 100 | 13 | $ 4,330 | $ 8,884 | $ 13,214 | $ 1,586 | $ 14,800 | $ 10,000.00 | $ 25,484.96 | 40 |
| | **Summary Total** | | 0 | 160 | 1,334 | 365 | 872 | 359 | 862 | 294 | 1,197 | 1,251 | 0 | 6,297 | 727 | $ 186,040 | $ 343,287 | $ 527,327 | $ 63,279 | $ 590,606 | $ 46,047.00 | $ 690,653.41 | |
| | **TOTAL PERSON HOURS** | | 56 | 1,064 | 2,490 | 695 | 1,192 | 449 | 1,358 | 834 | 2,039 | 2,091 | | 11,807 | 1,451 | $ 379,951.90 | $ 702,835.02 | $ 1,082,786.92 | $ 129,934.43 | $ 1,212,721.36 | $ 100,313.00 | $ 1,312,934.66 | |
| | **TOTAL PERSON DAYS** | | 7 | 133 | 311 | 87 | 149 | 56 | 169 | 104 | 254 | 199 | | | | | | | | | | | |
| | **TOTAL LABOR, OH & MARGIN** | | $ 14,967.75 | $ 170,832.83 | $ 251,253.10 | $ 85,631.81 | $ 135,790.15 | $ 45,540.78 | $ 101,842.00 | $ 54,030.46 | $ 104,517.85 | $ 70,874.28 | | | | | | | | | | | |

**Antelope Valley Design Team -- Amendment IX**
**Detail Labor Classification Hours and Dollars Estimate per Work Order**
**Eleven Months (October 1, 2004 through August 31, 2005)**

**PLANNING AND COORDINATION and ENGINEERING**

***Specialty Subconsultants***

Reporting Period 11
Calendar year 04 through 05

**ESTIMATED LABOR (HRS.)**

| Work Order | Description of Consultants, Specialty subconsultants | MK | AEI | EAS | NTEL * | DM Administrator | Ken Tyler | | | | | | | | | | | | | | | | | | | Work Order Cost Total (A+B+C+D) | Work Order |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Planning and Coordination Work Orders** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 01A | Contract Project Management and Miscellaneous Charges | 73 | | 600 | 75 | | 565 | | | | | | | | | | 1,313 | 73 | $ 103,525.00 | Included | $ - | Included | $ 103,525 | $ 1,500 | $ 104,025.00 | 01A |
| 01B | Transportation Planning | 0 | 0 | | 0 | | | | | | | | | | | | 0 | 0 | $ - | Included | $ - | Included | $ - | $ - | $ - | 01B |
| 02 | Public Involvement & Government Liaison | 162 | 180 | 180 | | | | | | | | | | | | | 522 | 58 | $ 46,575.00 | Included | $ - | Included | $ 46,575 | $ 2,500 | $ 49,075.00 | 02 |
| 03 | Environmental Mitigation Design & Coordination | | | | | 300 | | | | | | | | | | | 300 | 113 | $ 22,500.00 | Included | $ - | Included | $ 22,500 | $ 15,000 | $ 37,500.00 | 03 |
| 04A | Data Collection and Research Services - Line Projects | | | | | | | | | | | | | | | | 0 | 0 | $ - | Included | $ - | Included | $ - | $ - | $ - | 04A |
| 04B | Data Collection and Coordination Services - LCR Projects | | | | | | | | | | | | | | | | 0 | 0 | $ - | Included | $ - | Included | $ - | $ - | $ - | 04B |
| 05 | Data Collection and Coordination Services - Redevelopment | | | | | | | | | | | | | | | | 0 | 0 | $ - | Included | $ - | Included | $ - | $ - | $ - | 05 |
| 24 | Financial Planning | | | | | | | | | | | | | | | | 0 | 0 | $ - | Included | $ - | Included | $ - | $ - | $ - | 24 |
| 27 | Client - Design Team Coordination | 157 | | 100 | | | | | | | | | | | | | 257 | 32 | $ 48,820.00 | Included | $ - | Included | $ 48,820 | $ 200 | $ 49,020.00 | 27 |
| 31 | Capital Outlay Services | | | | | | | | | | | | | | | | 0 | 0 | $ - | Included | $ - | Included | $ - | $ - | $ - | 31 |
| 36 | Schedule Development | | | | | | | | | | | | | | | | 0 | 0 | $ - | Included | $ - | Included | $ - | $ - | $ - | 36 |
| 39 | Master and Special Agreements | | | | | | | | | | | | | | | | 0 | 0 | $ - | Included | $ - | Included | $ - | $ - | $ - | 39 |
| 53 | Document Control and Contract Management | | | | | | | | | | | | | | | | 0 | 0 | $ - | Included | $ - | Included | $ - | $ - | $ - | 53 |
| 54 | Design Team Administration and Subconsultant Coordination | | | | | | | | | | | | | | | | 0 | 0 | $ - | Included | $ - | Included | $ - | $ - | $ - | 54 |
| | **Summary Total** | 570 | 180 | 900 | 0 | 900 | 57 | | | | | | | | | | 2,207 | 278 | $ 275,720 | | $ 275,720 | | $ 315,120 | $ 19,700 | $ 294,420.00 | |
| | **Engineering Work Orders** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 06B | Charter - Final Design Coordination (MSE 2W Bridge to P Street) | 0 | 0 | | | | | | | | | | | | | | 0 | 0 | $ - | Included | $ - | Included | $ - | $ - | $ - | 06B |
| 06C | Charter - Final Design Coordination (MSE 2W Bridge to P Street) | 0 | 0 | | | | | | | | | | | | | | 0 | 0 | $ - | Included | $ - | Included | $ - | $ - | $ - | 06C |
| 06D | Charter - Final Design (I-005 Bridge to H Street to J Street) | 0 | 0 | | | | | | | | | | | | | | 0 | 0 | $ - | Included | $ - | Included | $ - | $ - | $ - | 06D |
| 06A | Charter Bridges - Landscape Documents and Construction Consultation (Y Street) | 56 | 8 | | 150 | | | | | | | | | | | | 56 | 8 | $ 12,000.00 | Included | $ 12,000 | Included | $ 12,000 | $ 300 | $ 12,300.00 | 06A |
| 06B | Charter Bridges - Landscape Documents and Construction Consultation (Vine Street) | 190 | 19 | | 150 | | | | | | | | | | | | 190 | 19 | $ 12,000.00 | Included | $ 12,000 | Included | $ 12,000 | $ 300 | $ 12,300.00 | 06B |
| 06C | Charter Bridges - Landscape Documents and Construction Consultation (Middle 2W) | 40 | 5 | | 40 | | | | | | | | | | | | 40 | 5 | $ 3,200.00 | Included | $ 3,200 | Included | $ 3,200 | $ 100 | $ 3,300.00 | 06C |
| 06D | Charter Bridges - Final Design, 4/Old Documents (D Street) | 90 | 13 | | 100 | | | | | | | | | | | | 90 | 13 | $ 8,100.00 | Included | $ 8,100 | Included | $ 8,100 | $ 500 | $ 8,600.00 | 06D |
| 06E | Charter Bridges - Final Design, 4/Old Documents (F & G Street) | 100 | 13 | | 100 | | | | | | | | | | | | 100 | 13 | $ 8,000.00 | Included | $ 8,000 | Included | $ 8,000 | $ 500 | $ 8,500.00 | 06E |
| 10 | Antelope Design Review Services | 900 | 45 | | 300 | | | | | | | | | | | | 900 | 45 | $ 78,900.00 | Included | $ 78,900 | Included | $ 78,900 | | $ 78,900.00 | 10 |
| 30 | Final Design - Elevated Roadway Bridges - North, West & South Lines | 0 | 0 | | | | | | | | | | | | | | 0 | 0 | $ - | Included | $ - | Included | $ - | $ - | $ - | 30 |
| 30 | Final Design - Elevated Roadway Bridges - North & South Lines | 0 | 0 | | | | | | | | | | | | | | 0 | 0 | $ - | Included | $ - | Included | $ - | $ - | $ - | 30 |
| 31 | Final Design - Elevated Roadway - Existing | 0 | 0 | | | | | | | | | | | | | | 0 | 0 | $ - | Included | $ - | Included | $ - | $ - | $ - | 31 |
| 32 | Final Design - Roadway Elevated Roadway Bridges - East Legend (BNSF) (P) | 100 | 13 | | 100 | | | | | | | | | | | | 100 | 13 | $ 8,000.00 | Included | $ 8,000 | Included | $ 8,000 | $ 500 | $ 8,500.00 | 32 |
| 33 | Final Design - North/South Roadway - (2 to Y Street) | 0 | 0 | | 0 | | | | | | | | | | | | 0 | 0 | $ - | Included | $ - | Included | $ - | $ - | $ - | 33 |
| 40 | Construction & Special Engineering | 0 | 0 | | | | | | | | | | | | | | 0 | 0 | $ - | Included | $ - | Included | $ - | $ - | $ - | 40 |
| 41 | Environmental Field Testing Services | 0 | 0 | | | | | | | | | | | | | | 0 | 0 | $ - | Included | $ - | Included | $ - | $ - | $ - | 41 |
| | **Summary Total** | 0 | 0 | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,006 | 145 | $ 80,000 | | 0 | | $ 80,000 | | 0 | | $ 80,000 | 2,000 | $ 82,000.00 | |
| | **TOTAL PERSON HOURS** | 570.0 | 180 | 1,900.0 | 0 | 900 | 56.5 | | | | | | 3,207 | 401 | $ 355,720 | | | | $ 355,720 | | | | $ 355,720 | $ 21,700 | $ 377,420.00 | |
| | **TOTAL PERSON DAYS** | 71 | 23 | 188 | 0 | 113 | 7 | | | | | | | | | | | | | | | | | | | | |
| | **TOTAL EXPENSES** | 2,400 | 1,000 | 3,000 | 0 | 15,300 | 0 | | | | | | | | | | | | $ 21,700 | | | | | | | | |
| | **TOTAL LBR, OH & MARGIN** | $ 148,500 | $ 31,500 | $ 130,500 | $ 39,000 | $ 22,500 | $ 4,520 | | | | | | | | | | | | | | | | | | | | |
| | * NTEL is a lump sum contract: WO 01A = $14,925 | $ 150,900 | $ 32,500 | $ 133,000 | $ 39,000 | $ 37,800 | $ 4,520 | | | | | | | | | | | | | | | | | | | | |
| | WO 01B = $14,075 | | | | | | | | | | | | | | | | | | | | | | | | | | |

PLANNING AND COORDINATION and ENGINEERING

Antelope Valley Design Team
Detail Labor Classification Hours and Dollars Estimate per Work Order
Eleven Months (October 1, 2004 through August 31, 2005)
***Parsons Brinckerhoff Quade & Douglas, Inc., Summary***

| Personnel | Total Hr. | $ Per Hr.** | Cost** |
|---|---|---|---|
| [illegible] | [illegible] | $ [illegible] | $ [illegible] |
| [illegible] | [illegible] | $ [illegible] | $ [illegible] |
| [illegible] | [illegible] | $ [illegible] | $ [illegible] |
| [illegible] | [illegible] | $ [illegible] | $ [illegible] |
| [illegible] | [illegible] | $ [illegible] | $ [illegible] |
| [illegible] | [illegible] | $ [illegible] | $ [illegible] |
| [illegible] | [illegible] | $ [illegible] | $ [illegible] |
| [illegible] | [illegible] | $ [illegible] | $ [illegible] |
| [illegible] | [illegible] | $ [illegible] | $ [illegible] |
| [illegible] | [illegible] | $ [illegible] | $ [illegible] |
| [illegible] | [illegible] | $ [illegible] | $ [illegible] |
| [illegible] | [illegible] | $ [illegible] | $ [illegible] |
| **Total Hours** | **11,806** | | |
| **Total LABOR** | | | **$ 1,222,188.84** |

| Expenses | Units | $ Ea. | Cost |
|---|---|---|---|
| Travel mile (Car) | 4,000 | $ 0.375 | $ 3,000.00 |
| Travel mile (Public vehicle) | | $ 0.50 | $ |
| Meals (per day) | 80 | $ 30.00 | $ 2,400.00 |
| Lodging (per night) | 50 | $ 80.00 | $ 4,000.00 |
| Airline Travel - Long Flights (US) | 6 | $ 700.00 | $ 4,200.00 |
| Airline Travel - Short Flight (US) | | $ 400.00 | $ |
| Auto Rental and Gas (daily) | 12 | $ 100.00 | $ 1,200.00 |
| Parking/Tolls/Subway | 12 | $ 25.00 | $ 300.00 |
| Mail/Express Packages | 2,500 | $ 0.25 | $ 625.00 |
| Total Photocopies | | 0.05 | $ |
| Misc. Reproduction (month) | 12 | $ 400.00 | $ 4,800.00 |
| Server & Hardware Network Costs | 12 | $ 600.00 | $ 7,200.00 |
| Total Vehicle Costs (Gas & Maint. Insurance) | 12 | $ 265.00 | $ 3,180.00 |
| Project Software (month) | 3 | $ 1,000.00 | $ 3,000.00 |
| Project Hardware (month) | 12 | $ 2,000.00 | $ 24,000.00 |
| Office Space | 12 | $ 1,200.00 | $ 14,400.00 |
| Office Support | 12 | $ 300.00 | $ 3,600.00 |
| **Subtotal** | | | **$ 64,905.00** |
| **Total EXPENSES** | | | **$ 1,287,093.84** |
| **Combined TOTAL** | | | |

** Includes Indirect Costs (Fringe Benefits, Overhead, G&A, and Fee) of $ [illegible] (Estimated G&A multiplier of 2.2929)
** With Overhead and Margin Added

PLANNING AND COORDINATION and ENGINEERING

**Antelope Valley Design Team**
**Detail Labor Classification Hours and Dollars Estimate per Work Order**
**Eleven Months (October 1, 2004 through August 31, 2005)**
***Dixon Associates Summary***

| Personnel | Total Hr. | $ Per Hr.** | Cost** |
|---|---|---|---|
| Principal | 96 | $ 267.300 | $ 25,667 |
| Project Manager | 1,064 | $ 173.330 | $ 183,367 |
| Team Leader | 2,460 | $ 153.000 | $ 377,502 |
| Senior Level | 665 | $ 137.456 | $ 91,432 |
| Senior Project Level | 1,152 | $ 123.062 | $ 142,415 |
| Project Level | 849 | $ 100.541 | $ 85,365 |
| Associate Level | 1,268 | $ 86.178 | $ 109,236 |
| Associate Level | 681 | $ 64.623 | $ 58,195 |
| Admin Level 2 | 1,105 | $ 51.452 | $ 61,234 |
| Admin Level 1 | 1,591 | $ 43.877 | $ 70,172 |
| **Total Hours** | **11,407** | | |
| **Total LABOR** | | | **$ 1,313,731.36** |

| Expenses | Units | $ Ea. | Cost |
|---|---|---|---|
| Travel mile (Car) | 3,000 | $ 0.375 | $ 1,124 |
| Travel mile (public vehicle) | 200 | $ 0.50 | $ 100 |
| Special travel | | 0 | $ |
| Public Meeting/News Letter | 1 | $ 5,000.00 | $ 5,000 |
| Hard Copy Plots (each) | 35,679 | $ 0.25 | $ 8,920 |
| Final Plots (each) | 1,275 | $ 2.00 | $ 2,625 |
| Misc. Reproduction (month) | 22,000 | 1.5 | $ 22,000 |
| HWY Construction costs | 10,000 | 1.5 | $ 15,000 |
| Drawing/Equipment/Data lease | 21 | $ 2,000.00 | $ 42,000 |
| DX Project Software (month) | 0.5 | $ 2,300.00 | $ 1,150 |
| **Total EXPENSES** | | | **$ 108,213.50** |
| **Combined TOTAL** | | | **$ 1,212,934.86** |

** With Overhead and Margin Added

Antelope Valley Design Team
Detail Labor Classification Hours and Dollars Estimate per Work Order
Eleven Months (October 1, 2004 through August 31, 2005)
***Specialty Subconsultant Summary***

| Personnel | Total Hr. | $ Per Hr.** | Cost** | Expenses | Combined Labor and Expenses |
|---|---|---|---|---|---|
| [illegible] | [illegible] | $ [illegible] | $ [illegible] | $ [illegible] | $ [illegible] |
| [illegible] | [illegible] | $ [illegible] | $ [illegible] | $ [illegible] | $ [illegible] |
| [illegible] | [illegible] | $ [illegible] | $ [illegible] | $ [illegible] | $ [illegible] |
| [illegible] | [illegible] | $ [illegible] | $ [illegible] | $ [illegible] | $ [illegible] |
| [illegible] | [illegible] | $ [illegible] | $ [illegible] | $ [illegible] | $ [illegible] |
| [illegible] | [illegible] | $ [illegible] | $ [illegible] | $ [illegible] | $ [illegible] |
| **TOTAL** | **3,207** | | **$ 385,720.00** | **$ 21,700.00** | **$ 377,420.00** |

** Includes an Add On in Every Row

**"Pat Henry"**
**<phenry@neb.rr.com>**

10/18/2004 08:32 PM

To: <astuthman@unicam.state.ne.us>, <asmith@unicam.state.ne.us>, <dpetersen@unicam.state.ne.us>, <chudkins@unicam.state.ne.us>, <pbrown@unicam.stste.ne.us>, <raguliar@unicam.state.ne>, <jjones@unicam.state.ne.us>, <tbaker@unicam.state.ne.us>
cc: "David Landis" <dlandis@unicam.state.ne.us>, "Ron Raikes" <rraikes@unicam.state.ne.us>, <mayor@ci.lincoln.ne.us>, <council@ci.lincoln.ne.us>, "Chris Beutler" <cbeutler@unicam.state.ne.us>, <krutledge@journalstar.com>
Subject: Money for city streets.

It may be true that the return to the cities and counties of fees and txes in Nebraska is in some cases less than it should be, but to accept the 50% proposal would, in my mind, put he lesser populated counties at a much greater disadvantage than is necessary. The recent approach to the Unicameral by the City of Lincoln to obtain funds denied by its voters is much too early on the City's part. The administration should not be asking the State and the Legislature to bail it out of the current situation. The recent bond issue failed in my opinion and in the opinion of many (some of whom spoke at a meeting the Mayor held-on a night the City Council could not attend-seeking citizen input as to the failure of the bond issue, and several more would have spoken had the Mayor not shut of comments at 9:00pm) because of a lack of confidence and trust in the Mayor, the Council, and many of the un-elected members of the administration. The two to one negative vote by the people on the bond issue was a vote of no confidence in this administration and the City should not be asking for more money,nor the State to bail it out, now when the people have said no. The City probably needs the proposed infrastructure improvements, but please do not let this attempt to step around the voters succeed until the Administration and the Council regain some trust, confidence, and respect of the people of Lincoln.

Attached is a copy of the presentation which I made at the meeting mentioned above. Comments were limited to three minutes, and that was not sufficient for the comments I prepared. I did give the Mayor a copy, and I gave a second copy to an aide who said it would get to the absent Council.

Patrick J. Henry
1460 Buckingham Dr.
Lincoln, NE 68506

402-488-8098 MAYOR.doc

MAYOR'S MEEETING

SEPTEMBER 27, 2004

Good evening Honorable Mayor, Council Members, and other city and community leaders. I am Patrick J. Henry of 1460 Buckingham Dr. of Lincoln.

I believe that last Tuesday's defeat of the bond issue was not as much a negative vote of the particular projects or funding method chosen, though they probably played a part, as it was a vote of no confidence in city leadership, both elected and non-elected. The very low turnout may have indicated that many believed that no matter how the vote turned out, the leadership would find a way to do it as the leadership desired anyway.

John Adams and Alexander Hamilton, among others of our founding fathers, were very unhappy with the development of political parties, believing this would lead to animosity and divisiveness and a decline in the collegiality that had enabled the leaders of the time to develop the guiding documents under which our country operates. Benjamin Franklin referred to this problem when he came out of Carpenters Hall and questioned if we could keep the form of government which they had structured. I believe the situation among our city leaders (as well as among many of our national leaders) reflects that this fear was justified, and goes a long way to explain the lack of confidence and the absence of trust the general population now has in city government.

We see these these problems at almost all council meetings. Most decisions are strictly along party lines, leading many of us to wonder if any member can deviate from the minds of the party leadership. We do not have to spend much time before observing the lack of collegiality

among the members, and it is not a new problem-it has been observed for a number of years.

We understand the lack of trust when the Council can change the smoking ordinance without publication and without public hearing, changing an ordinance with which many business people had believed to be final and with which they had been making changes so they would be in compliance. Neither my wife nor I are smokers and we do appreciate a smoke free environment in which to dine, but I believe the manner in which this ordinance was stuffed down upon the business community was uncalled for and sent a message that the Council cannot be trusted.

Spending five hours on the Patriots Act at a recent meeting sent the message the majority of the Council had nothing better to do at a meeting than discuss an item over which the members have neither control nor influence: Could the City have been in better hands on this day? Were other agenda items given short shrift as a result of this heavily weighted item?

The handling of the 48th and O property problem has not been without questionable action from the Council down through department heads. The appearance of unfair treatment of property owners by City employees and Council members also raised many questions in the minds of residents. In this situation there appear to be many targets for finger pointing, and if nothing was handled incorrectly, some explanations need to be given the people.

The manner in which the recent rate increase request from LES has been allowed to progress raises many questions. On a four to three vote the Democratic members defeated the request for a three percent rate increase. Then LES hired the former Mayor (a Democrat) to lobby the Council on its behalf for $150.00 per hour to achieve the desired increase. Is the leadership of LES so weak it cannot speak to Council

members on its own behalf? Was this deal worked out ahead of time to help the former Mayor? Can (and have) other Departments of the City hired outside lobbyists to do this type of communication? Why is this necessary and what checks are in place to prevent the bill from exceeding more than the three or four hours it should take a knowledgeable member of the LES staff to do this act? And what do many voters in this City who make less than $30.00 an hour think of the sweet deal? Some have suggested that the vote was the result of LES not burying cable in a location suggested by one member of the Council. I hate to believe that such childishness could sway the vote on any matter before the Council, but that is the perception of some in this City.

I, and I am told, others, have written thoughtful, researched letters to members of the Council without obtaining a reply without calling the Council office, and then only from an aide. There is seldom written acknowledgment of a letter let alone a written response or phone call from the council member. It is easier to communicate with a State Senator than a City Council member. And the same can be said of the mayor's office (although I have not yet communicated with the current mayor) when the response has been from an "ombudsman" who attempts to do nothing for the resident but reinforce the position of the City, not even giving a hint of how the resident could approach the problem. I note here this is not the usually understood role of an ombudsman.

Before you conclude I am expressing views of a sour Republican, let me state the only straight ticket I have ever cast has been in primaries. I am a registered Republican, but have voted for Democrats quite frequently. The only political contribution made from our household this year has been to a Democrat. The only volunteer political work being done by our household this year is being done by my wife, a Democrat working on behalf of a Democrat. I am about as politically neutral as a person can be.

I sincerely hope the leaders will move forward not as Democrats, not as Republicans, but as Lincolnites.

Thank you for this opportunity.

**ADDENDUM**
**TO**
**DIRECTORS' AGENDA**
**MONDAY, OCTOBER 25, 2004**

## I. MAYOR

1. NEWS RELEASE - RE: 70th And Vine Recycling Site To Close Temporarily - (See Release)

2. NEWS RELEASE - RE: Mayor Seng's Public Schedule-Week of October 23 through 29, 2004 - Schedule subject to change - (See Release)

## II. CITY CLERK - NONE

## III. CORRESPONDENCE

### A. COUNCIL REQUESTS/CORRESPONDENCE - NONE

### B. DIRECTORS AND DEPARTMENT HEADS

**FINANCE/AUDITING**

1. Report from Mark Leikam - RE: The City of Lincoln Keno Operations as Conducted by Lincoln's Big Red Lottery Services Ltd. - Independent Accountants' Report and Financial Statements - BKD - (Copy of this Report on file in the City Council Office)

**PUBLIC WORKS & UTILITIES DEPARTMENT**

1. Memo from Margaret Remmenga - RE: Proposed Ordinance No. 04-197 (Item #2) on the October 25, 2004, City Council Agenda - (Council copies of this Memo placed in their Thursday packets on 10/21/04)(See Memo)

### C. MISCELLANEOUS

1. E-Mail from Carol Hanson - RE: Against the Motorcross Race Track in the Sherman Field area - (See E-Mail)

2. Letter & Map from Ron Ross, Ross Engineering, Inc. - RE: Turner Ditch - Andrea's Court - North 40th Street and Ballard Court, Lincoln, Nebraska - REI Project No. 145401-D – (See Material)

daadd102504/tjg

CITY OF LINCOLN
NEBRASKA

# NEWS RELEASE

MAYOR COLEEN J. SENG

lincoln.ne.gov

**PUBLIC WORKS AND UTILITIES DEPARTMENT**
Recycling Office, 2400 Theresa Street, Lincoln, NE 68521, 441-7043, fax 441-8735

**FOR IMMEDIATE RELEASE:** October 22, 2004
**FOR MORE INFORMATION:** Gene Hanlon, Recycling Coordinator, 441-7043

## 70TH AND VINE RECYCLING SITE TO CLOSE TEMPORARILY

The City's 70th and Vine Street recycling drop-off site will temporarily close from October 25 through November 1 due to parking lot resurfacing at the Gates of Praise Church. During this time, residents are encouraged to use the recycling sites located at:

- Southeast Community College, 88th and "O" streets
- Centro Plaza, 48th and "R" streets
- East High School, Seacrest Field Parking Lot, 70th and "A" streets

For more information on the City's recycling program, residents can visit the City Web site at lincoln.ne.gov or call the recycling hotline at 441-8215.

-30-

# NEWS ADVISORY

CITY OF LINCOLN
NEBRASKA

MAYOR COLEEN J. SENG

lincoln.ne.gov

Date: October 22, 2004
Contact: Diane Gonzolas, Citizen Information Center, 441-7831

**Mayor Seng's Public Schedule**
**Week of October 23 through 29, 2004**
***Schedule subject to change***

Sunday, October 24
- United Nations Dinner, welcome - 6 p.m., Christ Lutheran Church, 4325 Sumner Street

Tuesday, October 26
- 40th and "A" Neighborhood meeting, remarks - 7 p.m., Christ Untied Methodist Church, 4530 "A" Street

Friday, October 29
- YWCA Tribute to Women lunch, remarks - noon, Cornhusker Hotel ballroom, 333 South 13th Street

# The City of Lincoln Keno Operations as Conducted by Lincoln's Big Red Lottery Services Ltd.

Independent Accountants' Report and Financial Statements

June 30, 2004

BKD LLP

# M e m o r a n d u m

RECEIVED
OCT 21 2004
CITY COUNCIL
OFFICE

**To:** City Council Members
Mayor Coleen J. Seng

**From:** Margaret Remmenga mr
Public Works/Utilities Business Manager

**Subject:** Proposed Ordinance No. 04-197 (Item No. 2) on the October 25, 2004, City Council Agenda

**Date:** October 21, 2004

**cc:** Allan Abbott, Don Herz, Mark Bowen

Proposed Ordinance No. 04-197 (Item No. 2) on the October 25, 2004, City Council agenda authorizes the issuance of not to exceed $45,000,000 in Water Revenue Bonds. Over the past year the City has been asked several times the amount of Water Revenue Bonds that can be issued without further user fee increases (this is prior to the 5% increase in user fees the Council just passed on September 27). The City and our financial advisor, Ameritas, has consistently stated that amount is $40,000,000. We are intending to issue the full $40,000,000 in bonds at this time.

The bond dollars will help fund the following projects which appear in the City's Capital Improvement Program for the Water System:

- Pump Station Modifications at NE Pump Station
- Distribution Mains such as: 84th Street, Vine to SE Reservoir
  NW 27th Street / 'Q' to NW 25th / Saunders
  US 34, NW 12th - NW 27th Streets
  NW 12th, US 34 to Fletcher
  Fletcher, 14th to 15th
  1st / Fletcher to NW 12 / US 34
  NW 56th , Fletcher to Arbor Road
  Arbor Road, 56th to 40th Streets
  Adams Street, 81st to 87th Streets
  98th Street, Pine Lake to Yankee Hill
  Yankee Hill, 40th / 56th & Union
  South 27th Street, Yankee Hill to Saltillo
  Rokeby Road, 27th to 40th Street
  Yankee Hill, 27th to 40th Street
- Transition Main, Greenwood to Lincoln
- Selected Main Replacement
- Water Supply Projects
- General System Improvements

**DO NOT REPLY to this-InterLinc <none@lincoln.ne.gov>**

10/25/2004 09:42 AM

To: General Council <council@lincoln.ne.gov>
cc:
Subject: InterLinc: Council Feedback

InterLinc: City Council Feedback for
General Council


Name: Carol Hanson
Address: 2230 SW 12th Street
City: Lincoln, NE 68522

Phone: (402) 476-0076
Fax:
Email: chanson@knudsenlaw.com


Comment or Question:
It is my understanding that you may be deciding on whether or not to allow a Motorcross Race Track in the Sherman Field area at the City Council meeting today. Please vote AGAINST this race track. I live in the area and do not want the noise pollution, dust pollution, or the extra traffic which will be caused by this track.

Thank you for your consideration.

Sincerely,

Carol L. Hanson

ROSS
Engineering,
Inc.

October 25, 2004

Mr. Ben Higgins, Senior Engineer
Watershed Management Department
901 North 6th Street
Lincoln, NE 68508

RECEIVED
OCT 25 2004
CITY COUNCIL
OFFICE

RE: Turner Ditch Regrading
Andrea's Court
North40th Street and Ballard Court
Lincoln, Nebraska
REI Project No. 145401-D

ESTABLISHED
1974

*Innovative Designs For the Future of Tomorrow*

Dear Ben:

After meeting with you and Devin Bieseker on site to evaluate the existing cross section of Turner Ditch, we completed additional detailed field topographic field surveys to accurately detail the existing sideslope conditions of the north bank of Turner Ditch. Although we did not take additional ground elevations along the south side of Turner Ditch, our previous topographic field information adequately illustrates the conditions on the south side of Turner Ditch. We have plotted six Cross Sections and shown them on a copy of the original approved Grading Plan for Turner Ditch. These Cross Sections illustrate the existing lower shelf, and the proposed regrading of the north bank of Turner Ditch. We have generally shown a 2.5 to 1 sideslope with the exception of Section F-F, where it is 3.0 to 1. We have also shown an 8 foot wide benched area along the top of the new graded bank at a slope of 2.0% to allow for maintenance access for mowing.

As discussed with you, this will create approximately 4,000 CY of material that will both increase the Flood storage volume, as well as reduce the required trucked in material for Andrea's Court. In order to allow for this regarding and the 8 foot wide access area, the proposed Townhouse units along the south side of Ballard Court will need to be shifted approximately 11 to 12 feet north. We are requesting that the City Council amend the previous approval of Andrea's Court and Believers Fellowship Church to allow for the waiver of sidewalks along both sides of the Private Roadway, to allow us to shift the units north and complete the suggested regarding of Turner Ditch. This will improve the flow along Turner Ditch, and improve maintenance of this section of Turner Ditch by the flatter sideslope, similar to what exists upstream from North 40th Street.

If these Cross Sections are acceptable to Watershed Management, we will revise the Grading Plan and resubmit it to you and Planning for review and approval; and provide for the Permanent Drainage and Maintenance Easement on the Final Plat that we are now completing. Please let me know if you have any questions or comments. I think that you will agree that doing this grading now and lessoning the amount of trucked in material for Andrea's Court by some 4,000 CY is a positive step for everyone in concern. We are dropping a copy of the Cross Sections off at your office and also at both Nicole's and Greg's as well.

Sincerely,

ROSS ENGINEERING, INC.

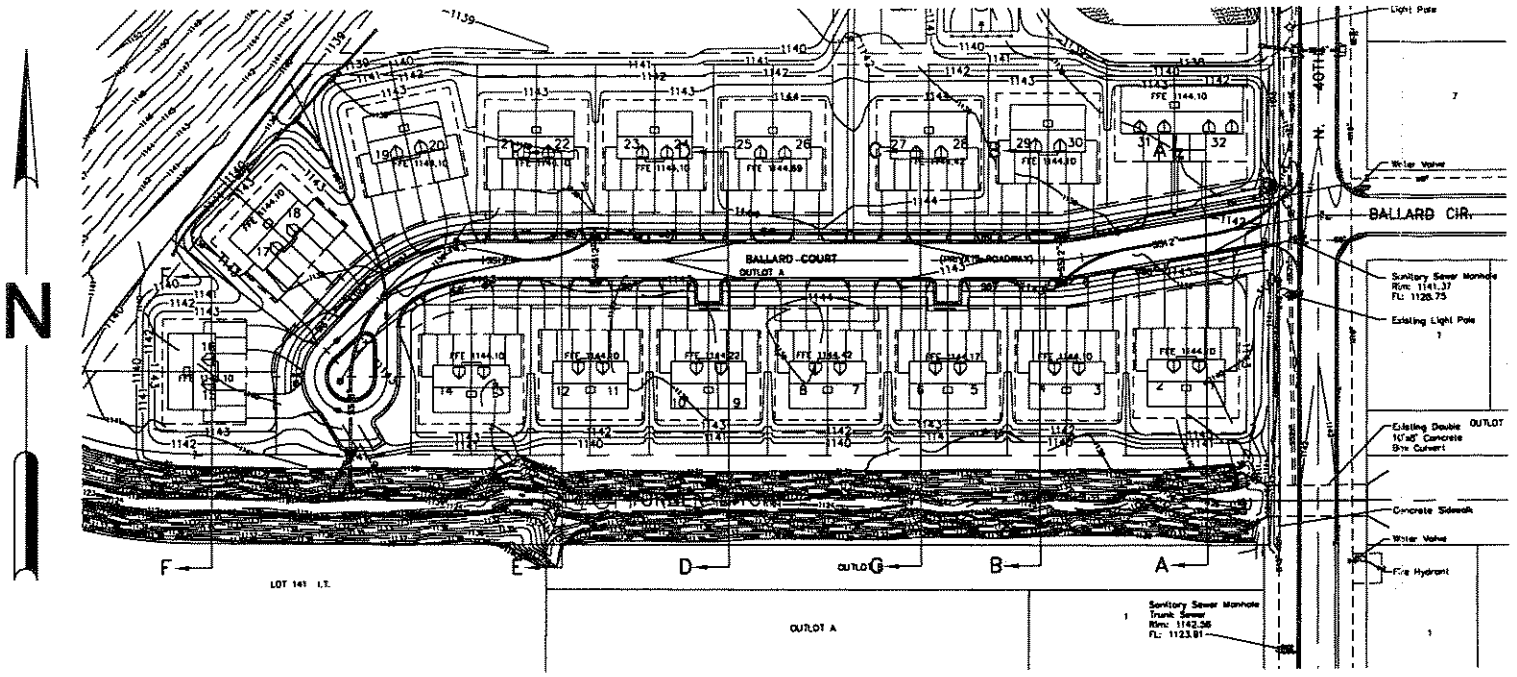
Ron E. Ross

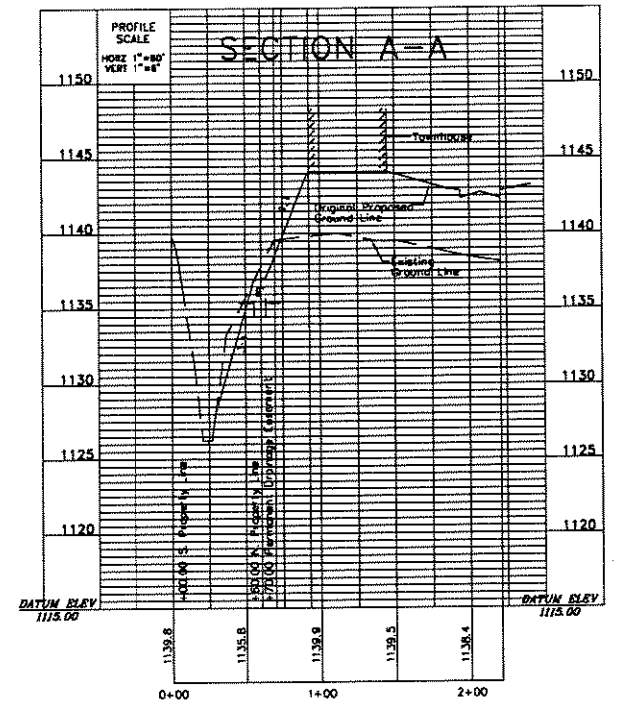
Ron E. Ross, P.E.
President

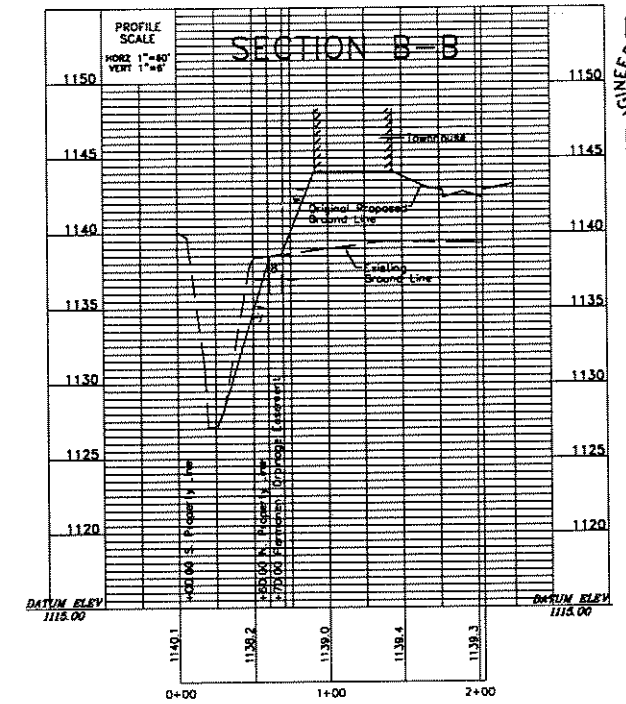
Enclosure
cc: Nicole Fleck-Tooze
Greg Czaplewski
City Council Office
145401L52.doc

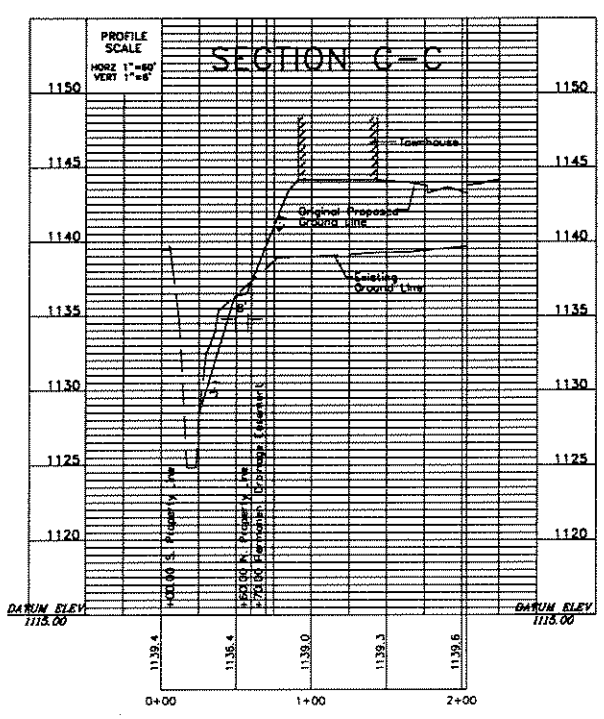
The Candy Factory
201 North 8th Street
Suite 401
Lincoln, NE 68508
*Phone* 402.474.7677
*Fax* 402.474.7678

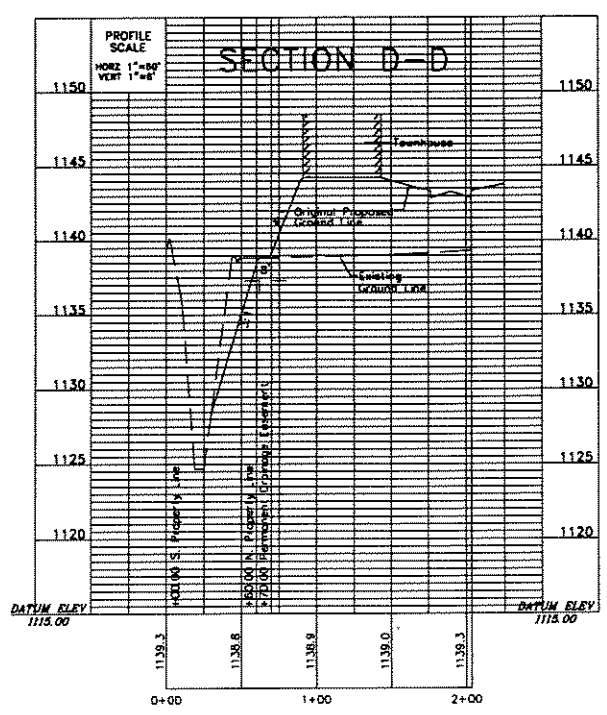
www.rossengineering.com

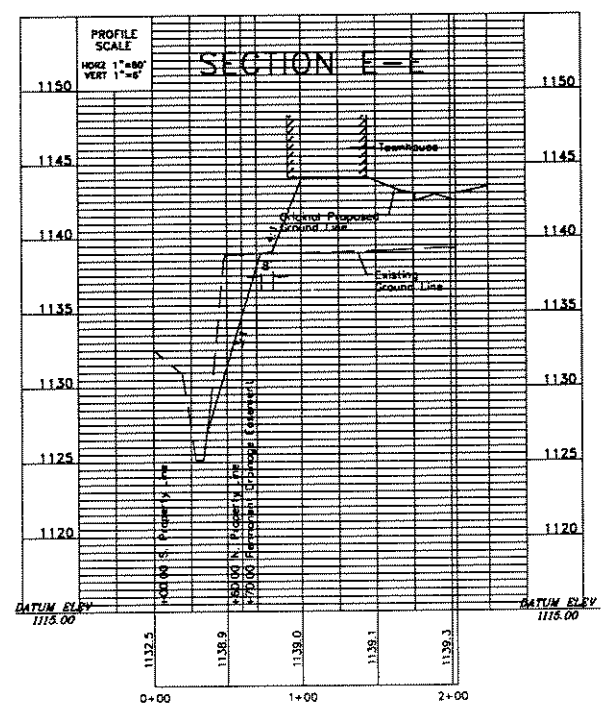


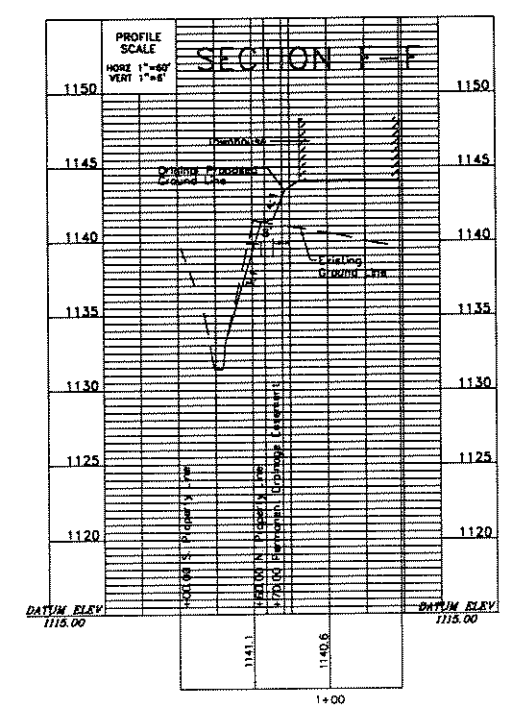





ROSS Engineering Inc.
ENGINEERS • PLANNERS • SURVEYORS
201 North 8th Street Suite 401 Lincoln, NE 68508
Phone 402-474-7677
FAX 402-474-7709


Rev.No.

Scale 1"=60'
Drawn BTS
Checked
Approved

Job# 145401-D
File 145401.dwg
Date 10-25-04
Pdate 10-25-04

# ANDREA'S COURT
N. 40TH STREET & BALLARD COURT
LINCOLN NEBRASKA

## SECTIONS A-A THRU F-F

Sheet No. 1 OF 1

J:\adcadd\p\145401\dwg\145401ditchdwg.dwg Mon Oct 25 12:41:04 2004 CB