MINUTES
CITY-COUNTY COMMON MEETING
COUNTY-CITY BUILDING, ROOM 113
TUESDAY AUGUST 2, 2016
11:00 A.M.

Present: County Commissioner Bill Avery, Vice Chair; Roma Amundson, Deb Schorr and Larry Hudkins, County Commissioners; Carl Eskridge, Cyndi Lamm, Jane Raybould, Roy Christensen, Gaylor Baird and Jon Camp, City Council Members

Absent: City Council Member Trent Fellers, Chair; Todd Wiltgen, County Commissioner and Chris Beutler, Mayor

Others Present: Tory Carkoski, Lancaster County Clerk's Office

Advance public notice of the City-County Common Meeting was posted on the County-City Building bulletin board and on the Lincoln and Lancaster County, Nebraska, web sites.

The Chair noted the location of the Open Meetings Act and opened the meeting at 11:00 a.m.

Per direction of the Chair, roll call attendance was taken.

AGENDA ITEM

1. APPROVAL OF COMMON MEETING MINUTES OF JUNE 27, 2016

MOTION: Amundson moved and Raybould seconded approval of the June 27, 2016 minutes.

FRIENDLY AMENDMENT: Schorr offered a friendly amendment to add the comments received from Jeff Kirkpatrick, City Attorney, correcting some of the comments he made at the previous meeting. (Exhibit A)

The maker of the motion and seconder accepted the friendly amendment.

ROLL CALL ON THE MOTION AS AMENDED: Amundson, Avery, Schorr, Hudkins, Eskridge, Camp, Christensen, Lamm, Raybould voted aye. Gaylor Baird abstained. Wiltgen, Fellers and Beutler were absent from voting. Motion carried 9-0 with one abstention

2. Funding Under Legislative Bill (LB) 84 and LB 610- Miki Esposito, Director of Public Works and Utilities; Pam Dingman, Lancaster County Engineer

Miki Espsito, Director of Public Works, and Pam Dingman, County Engineer, discussed the following documents (Exhibits B-E):

- Transportation Financing (PowerPoint Presentation)
- Nebraska Transportation Financing (Flow Chart)

- Information on Legislative Bill (LB) 84 (Building Nebraska Act/Motor Vehicle Fees/Highway Allocation), LB 610 (Gas Tax), and Nebraska Department of Roads (NDOR) Buy-Back

- Construction Costs in the United States are Rising (Article from architectmagazine.com)

Taking into consideration the County's bridge challenges, Camp questioned whether the City and County should be reviewing larger projects, like 14th Street and Warlick Boulevard and 33rd Street and 35th Street and Cornhusker Highway, and perhaps scaling them back. Dingman stated those projects were out of her jurisdiction and she felt it would not be appropriate to comment.

Raybould asked if the County has thought about adopting a wheel tax as a means of funding bridges. Hudkins said this has been considered in the past. He felt a wheel tax is unfair to the agricultural community as farmers may have 7-9 vehicles per household. Another consideration is the traffic from cities outside Lancaster County commuting to Lincoln to work.

In response to Raybould's inquiry about a state aid bridge fund, Dingman explained that this is a $2,000,000 fund usually used by smaller counties which have more deficient bridges.

Eskridge asked if there are any Federal funds for the South Beltway or East Beltway. Esposito explained that no Federal funds are available unless the beltway is designated an Interstate.

Gaylor Baird asked if the City and County perform regional searches for contractors to bid on projects. Dingman said she tried that approach with an asphalt contract in conjunction with Seward, Waverly and Lancaster Counties which resulted in a higher bid and ended up with her having to rebid the contract. Dingman and Esposito both agreed that they have had success with an Interlocal Agreement between the City of Lincoln and Lancaster County on the Van Dorn Street paving and plan to work together on Rokeby Road.

3. Rural to Urban Transition for Street Program (RUTS) - Pam Dingman, Lancaster County Engineer; Roger Figard, City Engineer

Dingman and Roger Figard, City Engineer, provided an overview of the RUTS program.

Camp questioned the changes to Rokeby Road. Figard explained that Rokey Road has a median with green space, full access points and is graded to an urban profile for site distance. He noted while some view a median as an obstruction, it really provides separation and safety, and the green space will be less costly to maintain than pavement.

It was noted that the County Engineer agreed to a middle roadway with lanes and shoulders on each side which will allow the City to absorb the increased traffic capacity well into the future. Since the Nebraska Department of Roads (NDOR) is lowering their maintenance standards with regard to two-lane versus four-lane roads, using roundabouts and managing access will allow the road to handle more traffic longer.

Raybould asked if the County's funding deficit was attributed to right-of-way acquisition related to the RUTS program. Dingman said the cost included additional right-of-way acquisition, grading and drainage structures.

Camp asked if there are other design ideas that can be modified from the original RUTS program to reduce the 120' right-of-way. Figard said the 120' right-of-way is the most economical piece of the investment as it is also used for such things as sidewalks, water mains, sanitary sewers, fiber and communications infrastructure.

With regard to funding, Schorr stated the County has allocated $35,000,000 for road construction projects over the next eleven months. Of this amount, $10,000,000 was carried over from last fiscal year for projects slated for completion during the current construction season. Dingman clarified that the $25,000,000 budgeted this year includes the cost of staff, facilities, etc.

Figard stated that the Board of Public Roads has initiated new standards that will allow cities and counties to do rehabilitation work in the future. He pointed out that sometimes the standards cost more but in the long run provide a better overall benefit to a community by saving on future infrastructure.

4. ADJOURNMENT

MOTION: Christensen moved and Amundson seconded to adjourn the meeting at 12:03 p.m. Amundson, Hudkins, Avery, Schorr, Camp, Lamm, Raybould, Eskridge, Gaylor Baird Christensen voted aye. Fellers, Wiltgen and Beutler were absent from voting. Motion carried 10-0.

NOTE: After the meeting Miki Esposito submitted additional information from NDOR's website on road allocation funding.

Submitted by Tory Carkoski, County Clerk's Office

EXHIBIT
A

Tory S. Carkoski

From: Minette M. Genuchi
Sent: Friday, July 29, 2016 3:42 PM
To: Mayor; 'Bill Avery'; Bill P. Avery; Deb E. Schorr; Deb Schorr (debschorr@aol.com); 'Roma Amundson'; Roma B. Amundson; Todd J. Wiltgen; Carl B. Eskridge; 'Carl Eskridge'; 'Carl Eskridge'; Cyndi Lamm; Jane Raybould; 'Jane Raybould'; 'Jon Camp'; Leirion Gaylor Baird; 'Roy'; Roy A. Christensen; 'Trent'; Trenton J. Fellers
Cc: Jeff R. Kirkpatrick; Kerry P. Eagan; Tory S. Carkoski
Subject: FW: City-County Common Meeting - June Minutes

The comments below came into me from Jeff Kirkpatrick, please review and if there is someone from the Commons Committee would like to enter these
Comments into the record please do so on Tuesday when we call for the vote on the minutes.

Please let us know if you have any questions.

Thanks so much.

Minette

From: Jeff R. Kirkpatrick
Sent: Friday, July 29, 2016 3:14 PM
To: Minette M. Genuchi
Subject: RE: City-County Common Meeting - June Minutes

Minette,

I reviewed your draft minutes and there a couple of small errors. In the bottom paragraph of page 2, there is a sentence that reads "Kirkpatrick said the Task Force thought one attorney position could be eliminated, but the Juvenile Division is a relatively small part of the case load." If you go to the recording, beginning at the 23:55 point, what I actually said was:

"That is a good question and when you talk about efficiencies and consolidation when you transfer, you would assume that there would be some efficiency in our office if we were giving up those cases. For example, we could lay off a lawyer and I think the Task Force conclusion was NO; it would be no savings to the City Attorney's Office."

The fourth paragraph on page 3 reads "Beutler asked Kirkpatrick if he thought this would be in the best interest of the children of Lancaster County. Kirkpatrick agreed that it could improve efficiency."

My answer is fairly lengthy (Yes, I am long-winded) I started by saying at 36:25:

"Yes, let me say a couple of things. One is I think that there are efficiencies that can be attained and should be attained, and I think that would really respond to the issues that Joe and Alicia have raised, as well as many of the concerns that the judges have raised, as far as the question of having 2 different offices handling juvenile filings."

Later in the same answer I explained, "Now let me get to my second point, which is efficiency. When you are talking about efficiency, and we have some cases, it is a relatively small number of cases, but the City and the County will get filings on the same juvenile or cases on the same juvenile. There is no reason when we get a case that we check it and there is a 3A filing on it, or a truancy case, or they're already on probation on another juvenile matter that the County Attorney's handling, but there is no reason at all that the City Attorney can't turn that case over to the County Attorney. We could do that without filing anything, we could do that within the first week of getting that case, and

we're willing to do that. We could start doing that next week. Assuming, they would be willing and able to take those cases on. And I think when you do that, pretty much all the efficiencies that the juvenile judges have talked about, that Joe and Alicia have talked about this afternoon, you capture almost all of those efficiencies, and that makes sense."

Sorry to bother you about this, but it seems to me that as you have tried to summarize my lengthy answers, perhaps the wrong impression is created.

Let me know if you need any more information.

Thank you,

Jeff Kirkpatrick

From: Minette M. Genuchi
Sent: Monday, July 11, 2016 1:40 PM
To: Amy H. Huffman; Beau A. Wolfe; Bill Kostner; Brian Jackson; Carl B. Eskridge; 'Carl Eskridge'; 'Carl Eskridge'; Chad E. Blahak; Cyndi Lamm; David Landis; David R. Cary; Denise K. Pearce; Diane K. Gonzolas; Donna Barrett; Doug J. McDaniel; Geri K. Rorabaugh; Jamie D. Wenz; Jamie Phillips; Jane Raybould; Jeff R. Kirkpatrick; Jeffrey Bliemeister; Jon Camp; 'Jon Camp'; Jon D. Carlson; Joy Citta; Judy A. Halstead; Julie Righter Dove; Karen Eurich; Kari J. Foote; Kristi K. Nydahl; Leirion Gaylor Baird; Lynn Johnson; Mary M. Meyer; Mayor; Melissa M. Ramos-Lammli; Michele M. Abendroth; Mike C. Weston; Nicole Fleck-Tooze; Pat Leach; Randall S. Jones; Randy W. Hoskins; Rhonda M. Bice; Rick D. Hoppe; Robert L. Walla; Roger A. Figard; Roy A. Christensen; 'Roy Christensen'; Soulinnee Phan; Steve D. Hubka; Steve Henderson; Steve S. Henrichsen; Teresa Meier; Thomas S. Shafer; Timothy K. Linke; Tom J. Cajka; Tom K. Casady; 'Trent'; Trenton J. Fellers; Robert L. Walla; Andy F. Stebbing; 'Bill Avery'; Bill P. Avery; Bradley L. Johnson; Brent D. Meyer; Brian E. Pillard; Candace Meredith; Chuck R. Salem; Cori R. Beattie; Cynthia A. Covert; Dan F. Nolte; Dave J. Shively; David A. Derbin; Deb E. Schorr; Deb Schorr (debschorr@aol.com); Dennis M. Meyer; Don Killeen; Gwen K. Thorpe; James Davidsaver; 'Jeff Curry'; Jennifer C. Kulwicki; Joe P. Kelly; Joseph D. Nigro; 'Karen Wobig'; Kelly S. Lundgren; Kenneth L. Prey; Kerry P. Eagan; Kim G. Etherton; Sue L. Eckley; Mark D. Hosking; Norm H. Agena; Pamela L. Dingman; Richard Ringlein; Rob M. Ogden; 'Roma Amundson'; Roma B. Amundson; Sara J. Hoyle; Scott E. Etherton; Scott R. Gaines; Sheli (Michelle) Schindler; Terry T. Wagner; Theresa L. Emmert; Tim Perry; Todd J. Duncan; Todd J. Wiltgen; Tory S. Carkoski; Troy L. Hawk; 'Jane Swanson'; 'Kevin Abourezk'; 'Nancy Hicks'; 'Tim - LIBA'
Subject: City-County Common Meeting - June Minutes

Please click on the link below to access the minutes from the June 27, 2016
City-County Common Meeting.

Please contact me if you have any questions.

Minette

http://lincoln.ne.gov/city/council/common/current/m062716.pdf

Minette M. Genuchi
Administrative Aide
Lancaster County Board of Commissioners
402-441-7447

EXHIBIT
B

Transportation Financing

Presentation to Commons

August 2, 2016

AGENDA

- Transportation Financing
- Legislative Review (LB 84 & LB 610)
- Lincoln Today
- Lincoln Tomorrow

Transportation Financing

LB 84 - Build Nebraska Act

- Diverts ¼ of 1% general fund sales tax to roads
- 85% must be used toward State Highway Capital Improvement Projects
- 15% contribution to the Highway Allocation Fund
- Lincoln receives approximately $800,000 - $900,000 annually

LB 610

- Increase fixed motor fuels tax rate by 1.5 cents every year for four years.
- The portion allocated to NDOR increases from 7.5 cents to 9.5 cents.
- The portion allocated to cities and counties increases from 2.8 cents to 6.8 cents.
- Beginning 2019, the total fixed rate motor fuels tax will be 16.3 cents per gallon.

LB 610

- Lincoln's Allocation
  - FY 15/16 - $300,000
  - FY 16/17 - $1.3 M
  - FY 17/18 - $2.2 M
  - FY 18/19 - $3.2 M
  - FY 19/20 - $3.8 M
  - FY 20/21 - $3.8 M
  - FY 21/22 - $3.8 M

Lincoln Today

- Street investments have increased by 58% since 2010.
- Improvements made to 72.2 miles of arterials and 487 blocks of residential streets during the past six years.
- Projected to invest $56.2 M in 2016 – 2017.
- South Beltway funded in 6 year CIP.

Lincoln Today

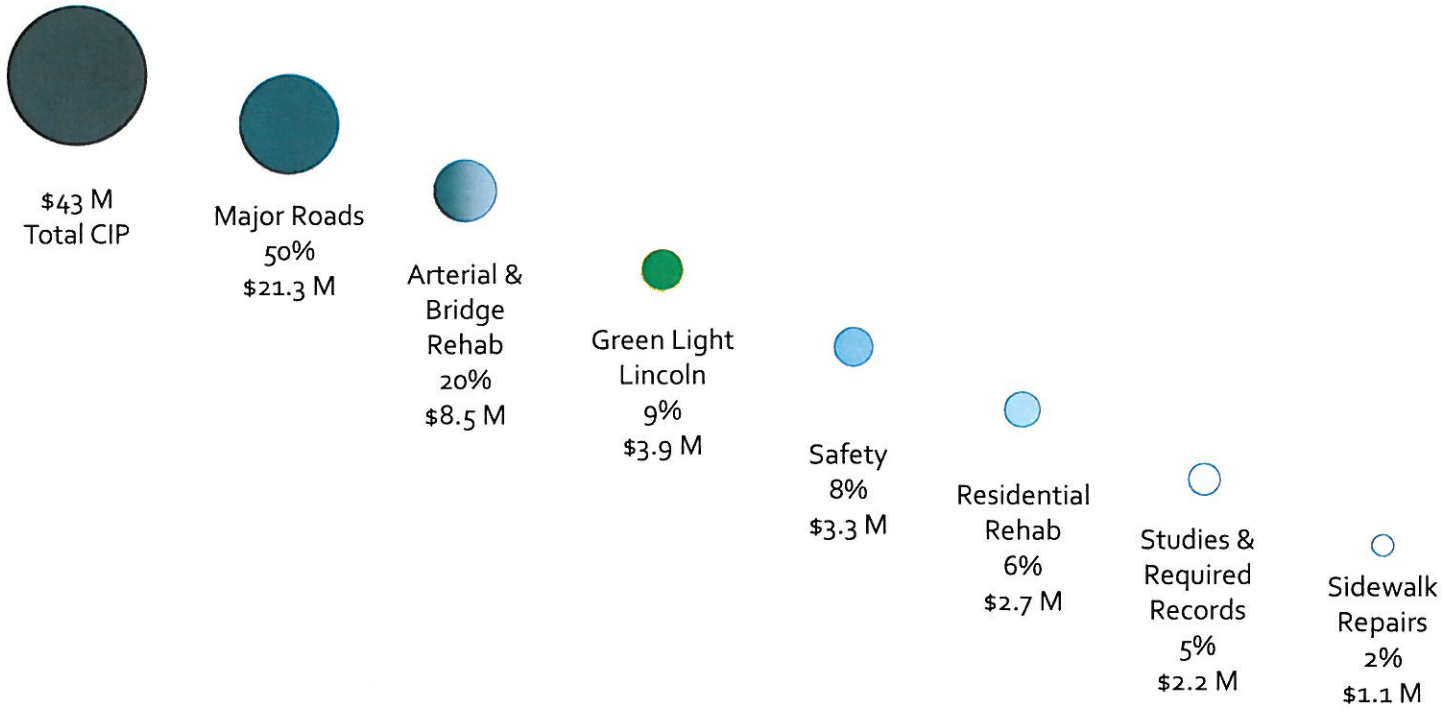
Revenues (2016-17) = $61 M

Wheel Tax Residual	Wheel Tax Residential	Wheel Tax New Construction	Federal Funds	General Funds	Impact Fees	Highway Allocation *
15%	4%	11%	9%	7%	8%	46%

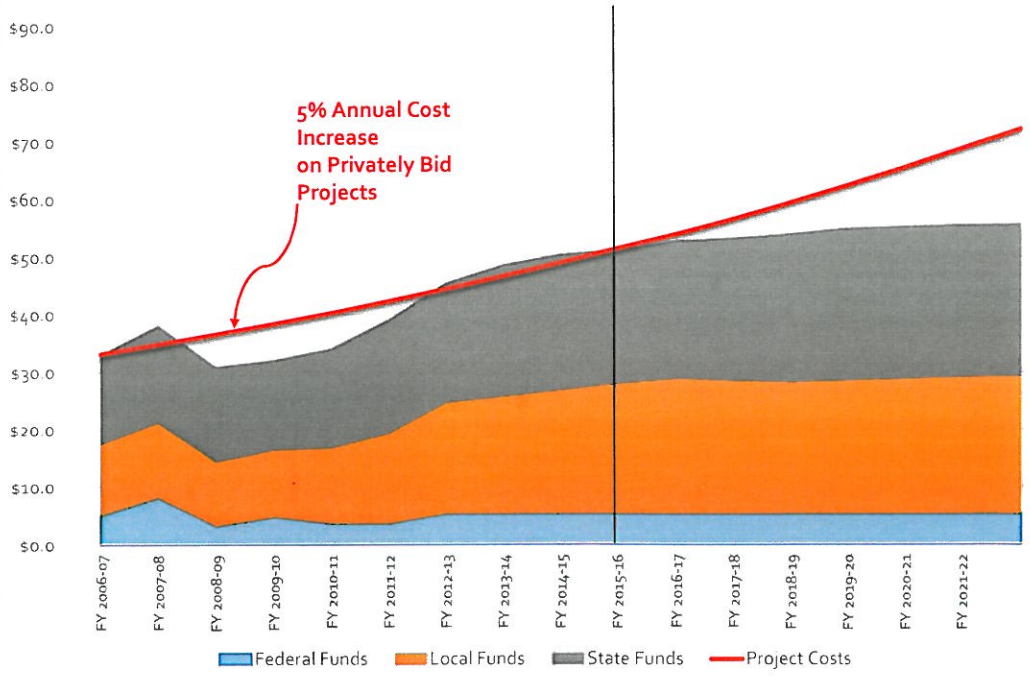
** Includes LB 84 and LB 610 increases and appropriations of prior collections over the estimated projections*

Expenditures (2016-17) = $61 M

Personnel Services	Materials & Supplies	Services & Charges	Capital Outlay	Debt Service	Capital Projects
16%	3%	11%	0.2%	8%	61%


$43 M
Total CIP
Major Roads
50%
$21.3 M
Arterial &
Bridge
Rehab
20%
$8.5 M
Green Light
Lincoln
9%
$3.9 M
Safety
8%
$3.3 M
Residential
Rehab
6%
$2.7 M
Studies &
Required
Records
5%
$2.2 M
Sidewalk
Repairs
2%
$1.1 M

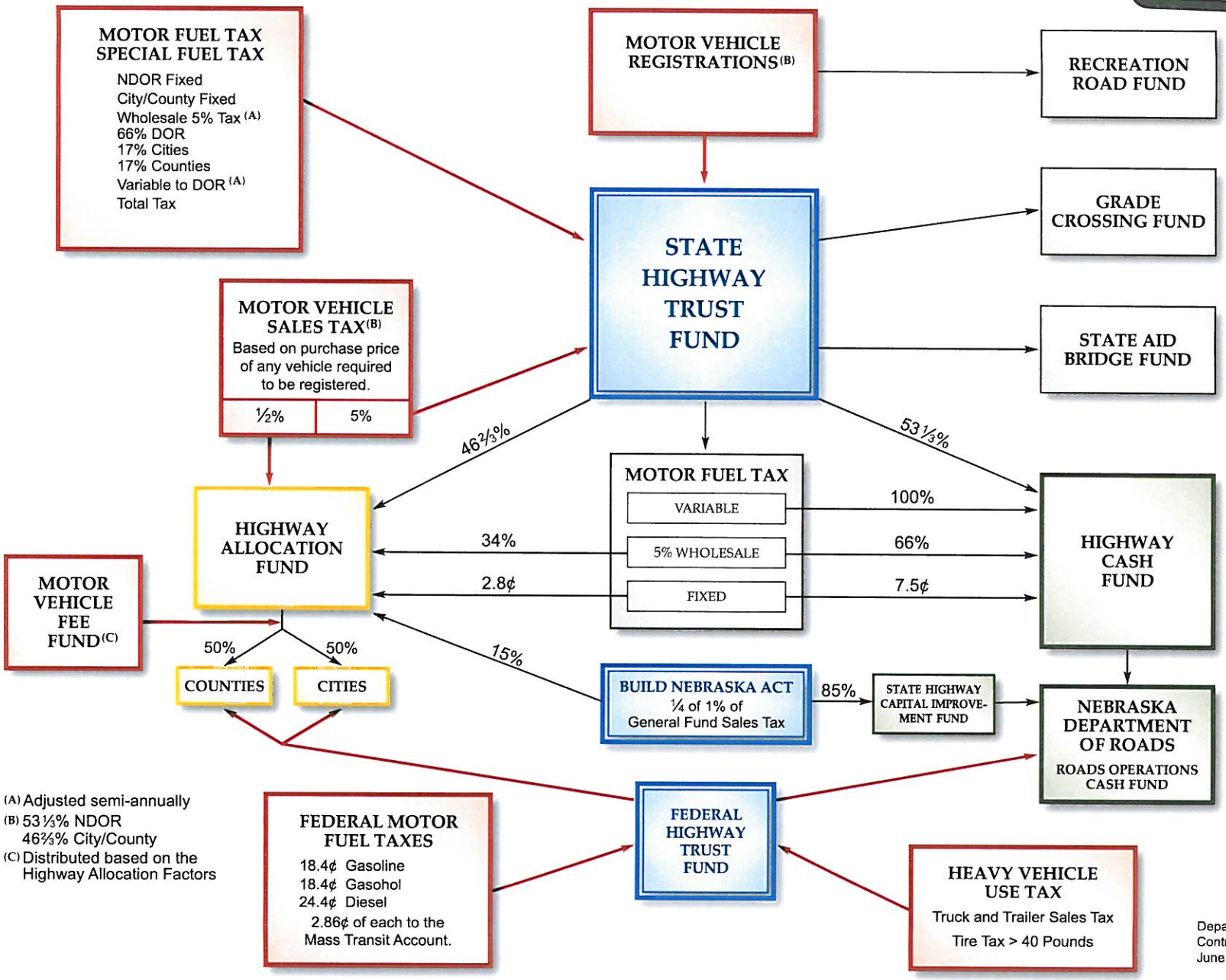
Lincoln Tomorrow



Questions?

EXHIBIT C

Nebraska Transportation Financing



(A) Adjusted semi-annually
(B) 53⅓% NDOR
46⅔% City/County
(C) Distributed based on the Highway Allocation Factors

Department of Roads
Controller Division
June 2014

EXHIBIT D

Lincoln / Lancaster Commons Meeting 8/2/2016

Prepared by Lancaster County Engineers Office
With available data as of 8/2/2016

LB 84 Build Nebraska Act / Motor Vehicle Fees / Highway Allocation

	LB 84	Motor Vehicle Fees	Highway Allocation	Total
FY 2015	$299,971.49	$583,834.93	$7,104,384.98	$7,688,219.91
FY 2016	$299,238.64	$607,826.01	$7,249,869.93	$7,857,695.94
FY 2017	$299,000.00	$600,000.00	$7,591,403.00	$8,191,403.00

LB 610 Gas Tax

FY 2016	$107,715.00
FY 2017	$434,260.00
FY 2018	$760,772.00
FY 2019	$1,087,283.00
FY 2020	$1,306,046.00

NDOR Buy Back

	Bridges	Roads
FY 2015	$86,079.44	$243,545.31
FY 2016	$77,598.65	$272,537.78
FY 2017	$90,000.00	$244,000.00

* Projected Numbers

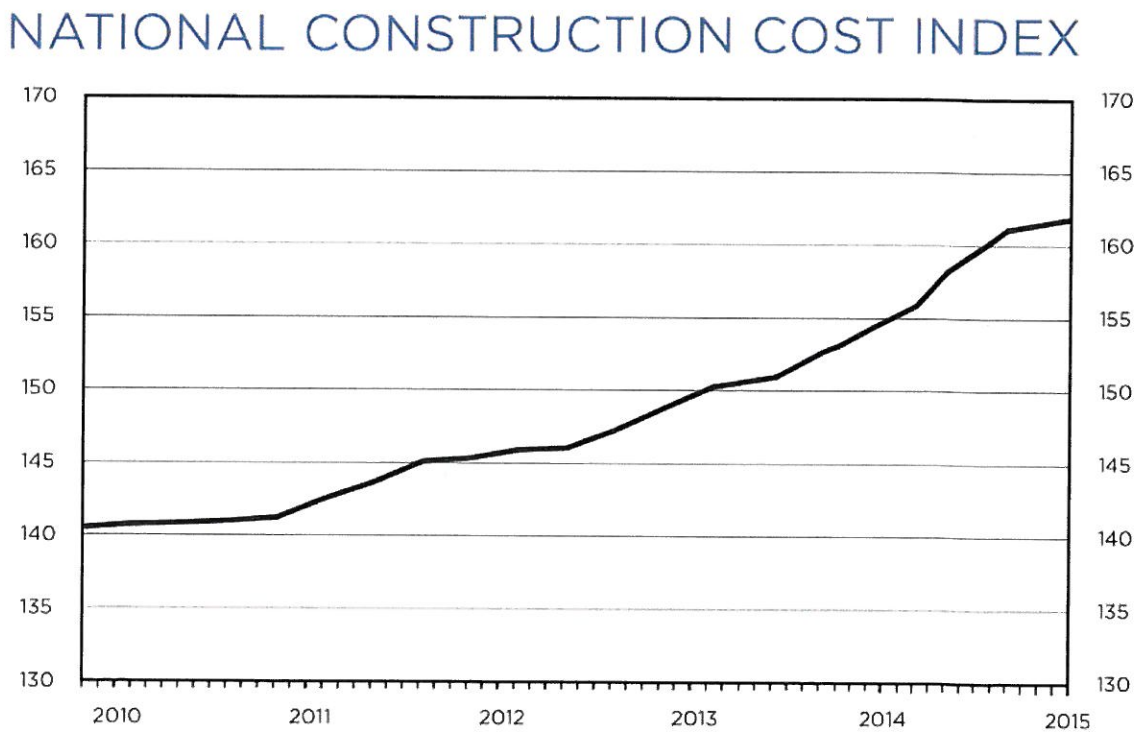
Construction Costs in the U.S. Are Rising

EXHIBIT E

Newly released reports from international property and construction consultants Rider Levett Bucknall (RLB) show that construction costs are on the rise in the United States, as the construction industry itself has diminished in size since the recession that began in 2008.

The firm's First Quarter 2015 USA Construction Cost Report manifest a numerical explanation of the position the industry stands in currently: with costs of materials and labor gradually increasing, the demand for subcontractors "has led to upward pressure on bid prices in busy areas," said Julian Anderson, president of RLB, in an email.

Falling gasoline prices in the first quarter of 2015, translating to a falling energy index and the Consumer Price Index (CPI) falling at a rate of 4.03 percent, also contributed to the construction cost inflation. Construction cost inflation's first quarter annualized rate stands at 4.64 percent.



Rider Levett Bucknall North America

The chart above shows the national construction cost index increase from January 2010 to January 2015, from low 140's to just under 163.

The report's research shows a 5.5 percent increase in the national average in construction cost from that January 2014 and December 2014. The city with the highest annual increase is Honolulu, with 13 percent; meanwhile, cities such as Washington, D.C., New York, Denver, and San Francisco witnessed milder increases, ranging from 4 percent to 6 percent.

EXHIBIT
tabbies
F

What are the Total Highway allocation funds for the Entire State and how are they divided?

Using NDOR's Website for City & County Officials' Info with the following reports and Charts:

- Highway Trust Fund Distributions
- Highway User Revenue Distribution
- Transportation Financing Flow Chart

The counties' share of the Highway Allocation Fund is distributed based on the following factors:

- Rural Population (20%)
- Total Population (10%)
- Lineal Feet of Bridges (10%)
- Rural Motor Vehicle Registrations (20%)
- Total Motor Vehicle Registrations (10%)
- Miles of Local Roads (20%
- Value of Farm Products Sold (10%)

The municipalities' share of the Highway Allocation Fund, is distributed based on the following factors:

- Total Population (50%)
- Total Motor Vehicle Registrations (30%)
- Miles of Traffic Lanes of Streets (20%)

In FY 15, the total amount distributed to the Counties in FY 15 was $125,009,252.98 and Municipalities was $126,231,129.17

If you have any questions, please contact Teresa Kuper, Nebraska Department of Roads, Controller Division, P.O. Box 94759 Lincoln, NE 68509-4759, 402-479-3939, teresa.kuper@nebraska.gov.

Top 12 Counties receive 42.3% of the total amount ($52,928,727.59)

1.	Douglas	$15,323,179.06 (Omaha)	12.3%
2.	Sarpy	$9,432,309.66 (Bellevue/Papillion/Gretna)	7.5%
3.	**Lancaster**	**$6,804,413.49 (Lincoln)**	**5.4%**
4.	Buffalo	$2,841,314.67 (Kearney)	2.3%
5.	Lincoln	$2,742518.64 (North Platte)	2.1%
6.	Platte	$2,562,923.85 (Columbus)	2.1%
7.	Saunders	$2,486,016.05 (Wahoo)	2.0%
8.	Cass	$2,365,671.58 (Plattemouth)	1.9%
9.	Hall	$2,289,522.41 (Grand Island)	1.8%
10.	Custer	$2,169,025.54 (Broken Bow)	1.7%
11.	Dawson	$2,108,642.09 (Lexington)	1.7%
12.	Gage	$1,982,785.37 (Beatrice)	1.6%

Top 12 Municipalities receive 63.2% of the total amount ($79,837,963.04)

1.	Omaha	$33,856.995.92 (Douglas)	26.8%
2.	**Lincoln**	**$20,317,883.40 (Lancaster)**	**16.1%**
3.	Grand Island	$4,425,648.16 (Hall)	3.5%
4.	Bellevue	$4,232,842.66 (Sarpy)	3.4%
5.	Kearney	$2,785,949.35 (Buffalo)	2.2%
6.	North Platte	$2,361,503.34 (Lincoln)	1.9%
7.	Hastings	$2,300,6954.46 (Adams)	1.8%
8.	Fremont	$2,282,896.94 (Dodge)	1.8%
9.	Norfolk	$2,198,021.56 (Madison)	1.7%
10.	Columbus	$2,048,717.96 (Platte)	1.6%
11.	Papillion	$1,601,817.28 (Sarpy)	1.3%
12.	Scottsbluff	$1,425,482.01 (Scotts Bluff)	1.1%