MAYOR'S NEIGHBORHOOD ROUNDTABLE SUMMARY
February 12, 2018

Tracy Corr opened the meeting on Monday, February 8, 2018 at 5:30 p.m. in the Mayor's Conference Room, City/County/Building, in Lincoln, NE.

Attendance

Eighteen residents and six City staff attended:

Tracy Corr – 40th & A NA
Jennifer Powell – Country Club NA
Karen Dienstbier – Eastridge NA
Myrna Coleman – Highlands NA
Dennis Hecht – Meadowlane Area RA
Grant Daily – South Salt Creek NA
Bill Vocasek – West A NA
Russell Miller – Witherbee NA
Mike Renken – NeighborWorks-Lincoln
Willa DiCostanzo – Health Dept. KLLCB
Dessie Redmond – Planning
Wynn Hjermstad – Urban Development
Jeff Schwebke – Arnold Heights NA
Paul Johnson – East Campus CO
Brenda Dragoo – Eden Park NA
Amy Rice – Irvingdale NA
Jeremie Memming – Indian Village NA
Mike DeKalb – University Place CO
Nic Vocasek – West A NA
Randy Smith – Woods Park NA
Bennie Shobe – City Council
Jon Carlson – Mayor's Office
Lonnie Burklund – Public Works & Utilities
Mayor Chris Beutler

Welcome & Introductions

Tracy Corr, Chair, led the introductions. Paul Johnson volunteered to take notes.

Mayor's Comments

- Take note of how the Transportation Coalition recommends spending money raised from a proposed sales tax increase. Most of the money is proposed to go to maintenance in older neighborhoods.
- City's Citizen Action line & the new UPLNK app will improve communications between citizens and the City.
- April 1 – Start of cardboard recycling; no corrugated cardboard in the landfill. Watch for upcoming announcements & promotions.

Lincoln Citizens Transportation Coalition – *Lonnie Burklund, Assistant Director – Transportation, Public Works & Utilities: 402-441-7711; lburklund@lincoln.ne.gov.*

Lonnie summarized the work of the Lincoln Citizens Transportation Coalition (CTC), including recommendations. Formed in response to the Long-Range Transportation Plan, the CTC met over a five-month period and dove deeply into the transportation infrastructure issues facing the City.

The CTC looked both outward and inward. A hired consultant researched how fourteen peer cities were handling transportation system issues and funding. Coalition members evaluated Lincoln's current transportation conditions and funding on 1 to 10 scale. They noted issues they wanted to see addressed and changes they desired. **See Attachment 1.**

As part of the transportation system & costs review, the CTC learned that the average cost of resurfacing one lane mile is $600,000. The average cost of constructing one mile of four-lane street is $12,000,000. As part of the peer city interviews, the consultant determined peer cities spend considerably more on transportation system costs. Lincoln spends an average of $2,400/lane mile, compared to an average of $10,000/lane mile spent by peer cities.

In Lincoln, city-wide pavement conditions of many arterial streets are looking good. Over the past two years, the condition of most arterial streets has improved to only needing repairs (rather than replacement). However, there is a $33,000,000 annual funding gap in the Public Works budget for maintenance – repair - replacement of the city-wide street system.

As Lincoln grows, so must its infrastructure, including streets. The CTC found that major sewer & water infrastructure expansions are currently planned first, followed by transportation expansions.

Cost saving measures need to analyzed, with short-term savings balanced against long-term costs. In many cases, data about Best Practices is available, making that analysis easier and more accurate.

CTC recommends creation of a standing citizen advisory panel to provide input and help identify the right mix of services to meet Lincoln's needs.

CTC recommends simplifying the Impact Fee Districts. There are currently seven districts. A smaller number of districts may allow pooling of impact fees. A Roundtable representative noted that the original Impact Fee District Plan addressed the lopsided distribution of wheel taxes – most wheel taxes were spent in SE Lincoln, leaving other parts of town neglected & unfunded. Further notes relating to Impact Fees:

- The CTC did not consider Impact fees as a funding source because the Coalition felt the fees were already at a good level.
- A Roundtable representative stated his view that Impact Fees have not been increased to keep pace with the cost of needed infrastructure for new development.
- City Council determines the allocation and distribution of the wheel tax.

CTC recommends that Lincoln continue to seek ways to bridge gaps between better efficiencies, best practices & generating additional revenue.

To learn more about the CTC's efforts and recommendations, visit www.LincolnOnTheMove.com. The executive summary of their report is **Attachment 2**. Further comments from Roundtable reps:

- The Roundtable discussed other types of transportation, not just streets.
- There was a question about the effect of narrowing lanes on vehicular traffic vs effect on bicycle traffic. Narrower lanes may allow a painted bike lane in the same street width.

Proposed Zoning Text Amendment: Exceptions to Height Requirements – Tim Gergen, PE, The Clark Enersen Partners: 402-477-9291; tim.gergen@clarkenersen.com.

Tim explained the proposed amendment that would allow private schools to exceed the 35' height limit with an increased setback. The amendment is for private schools that have no land area available in which to expand. For example, Pius High School is currently planning additions for which they would like to have a height exemption. If approved, this amendment would allow private schools to grow up, rather than out into the surrounding neighborhoods. The proposed change would only affect private schools, not commercial properties or public schools.

Please send comments to Dessie Redmond, City Planner, Lincoln-Lancaster County Planning Department - 402-441-6373, dredmond@lincoln.ne.gov. The amendment will be considered by the Planning Commission at a public hearing on February 14th 1:00 p.m.

Announcements

- On April 7, 2018 between 12:30 p.m. and 3:30 pm, UNL's Center for Civic Engagement and ASUN Student Government will again host ***The Big Event***. Registration deadline is March 16. For more information or to register, visit: https://bigevent.unl.edu/ or contact Courtney Faller at 402-405-2303 or courtneyfaller3@gmail.com.
- Handout – Winter Lecture series at Unitarian Church 6300 A St. **See Attachment 3.**
- UPLINK is a new online tool that replaces the Action Center for reporting non-emergency issues that need to attention from City staff. The media release is **Attachment 4.**

Next Meeting/Agenda

The next meeting of the Mayor's Neighborhood Roundtable will be March 12, 2018 at 5:30 p.m. The topic is to be determined.

Adjournment

The meeting adjourned at about 6:40 p.m.

Respectfully submitted,
Paul Johnson

Attachment 1

LINCOLN™
CITIZENS' TRANSPORTATION COALITION

COALITION MEMBERS

BOB CALDWELL
Co-Chair / NEBCO

CARL ESKRIDGE
City Council

CYNDI LAMM
City Council

MIKE HILGERS
State Senator

ADAM MORFELD
State Senator

JENNIFER BRINKMAN
Lancaster County Commission

PAM DINGMAN
Lancaster County Engineer

MIKE DeKALB
StarTran Board / NRD

BRUCE BOHRER
Chamber of Commerce

KATHY CAMPBELL
Former State Senator

LARRY DIX
Nebraska Association of County Officials

BRAD HULSE
Lincoln First Realty

MARK HUNZEKER
Baylor Evnen / LIBA

TOM HUSTON
Cline Williams

JEANNE McCLURE
American Council of Engineering Companies

JORDAN MESSERER
UNL Recreation

RANDY PETERS
UNL Engineering

DAN PIATKOWSKI
UNL Community and Regional Planning

KIM RUSSEL
Bryan Health Systems

JOE SCHULZ
Schulz Transportation

LEO SCHUMACHER
Lincoln Federal Savings Bank

KATIE WILSON
Association of General Contractors

RICK HOPPE
Mayor's Office

JON CARLSON
Mayor's Office

MIKI ESPOSITO
Co-Chair / Public Works & Utilities

DAVID CARY
Planning

LONNIE BURKLUND
Public Works & Utilities

COALITION TIMELINE

FIND MORE INFORMATION AT
www.lincolnonthemove.com

OLSSON ASSOCIATES · BURNS & McDONNELL · EPS

TRANSPORTATION STRATEGY RECOMMENDATIONS

LINCOLN™
CITIZENS' TRANSPORTATION COALITION

ON THE MOVE. TOGETHER.

Lincoln is a growing and thriving city. Our transportation system is the heartbeat that drives us forward. Jobs, public safety, education, healthcare, economic growth — all depend on high-quality infrastructure that delivers people and products safely and reliably to their destinations.

Maintaining, improving and growing our transportation network preserves our personal and economic security and assures that our children and grandchildren have a vibrant community to call home.

Investing in transportation infrastructure is investing in Lincoln's future. Together, we can deliver a system that enhances our quality of life and ability to grow.

This is the charge of the Lincoln Citizens' Transportation Coalition.

Following a robust technical, financial and policy review, the Lincoln Citizens' Transportation Coalition concluded:

$33 MILLION IN UNMET NEEDS

Lincoln has a gap in funding available to meet its transportation needs through 2040.

$21 million per year needed for system preservation and street maintenance

$7 million per year needed for system optimization, like signal upgrades and maximizing traffic flow

$5 million per year needed for system growth and new streets

RESEARCH EFFORTS

5 Months of Study

14 Peer Cities

24 City Policies and Plans

27 Community Leaders

COST SAVINGS AND BEST PRACTICES

Lincoln must continue to deploy cost-saving measures and industry best practices to deliver high-quality streets at the lowest possible cost.

NEW SOURCE OF REVENUE

Lincoln must help solve the funding gap by pursuing a new source of revenue that contributes $20 to 28 million per year toward maintaining a safe, reliable transportation network that supports growth.

INVEST IN LINCOLN'S FUTURE

PRESERVATION

- 2,600 lane miles to maintain
- Bridge and pavement repair
- Street resurfacing

COST: $600,000 / lane mile of resurfacing

OPTIMIZATION

- 450 traffic signals
- Intersection upgrades / widening
- Multimodal accommodations where appropriate (i.e. bike, pedestrian and transit)
- Signal system enhancements

COST: $300,000 / signalized intersection

GROWTH

- 120,000 people / 109,000 Jobs by 2040
- New streets
- Smart technologies

COST: $12 million / mile of new arterial street

SAFE

RELIABLE

READY TO GROW

DELIVER MORE COST SAVINGS + PURSUE BEST PRACTICES + ADD REVENUE = SOLVE THE GAP

The City must not rest in finding better, more affordable ways to deliver high-quality service.

- **Keep the good streets good**
  Low-cost, regular maintenance extends pavement life and reduces the chance for unexpected, costly repairs.
- **Increase contracting flexibility**
  Third-party contracting can reduce response time, focus city resources on strategic priorities, and benefit local businesses.
- **Allow design flexibility**
  Street design flexibility gives Lincoln more for its money – reducing lane size from 12 to 11 feet saves $500,000 / mile in construction costs.
- **Simplify impact fee system**
  The City can pool funding from more regions to deliver larger projects.

The Coalition recommended adoption of 24 best practices in its final report, including:

- **Streamline business processes**
  Align transportation planning and policies to save city employee, developer, and contractor time and resources.
- **Optimize the existing system**
  Invest in efficient signal timing plans and enhance multimodal transportation.
- **Innovation**
  Implement new design standards to increase the life of streets and reduce repair needs. Incorporate new technologies.
- **Develop citizen advisory panel**
  Citizen input helps identify the right mix of services to meet Lincoln's unique needs.

Coalition Recommends

$20 to $28 Million

In Local Option Sales Tax

with

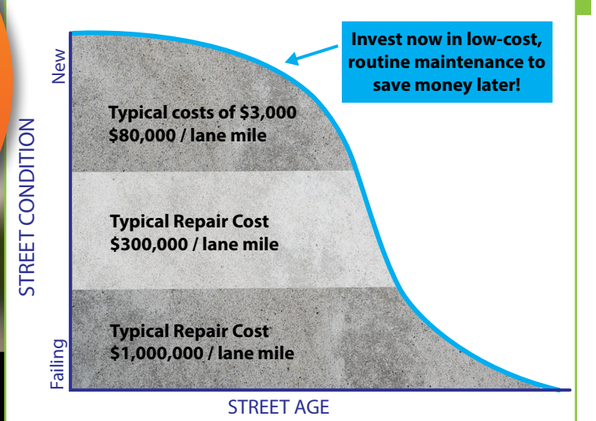
No Property Tax Increase

No Wheel Tax Increase

$33 Million

Through innovation, cost savings and responsible addition of new revenue, Lincoln will close the gap to help make our streets safe, reliable, and ready to grow.

KEEPING GOOD STREETS GOOD



STREET BUDGET PER LANE MILE

LINCOLN	$2,400
PEERS	$10,000

Lincoln is doing more with less to preserve and maintain our streets. But as we grow, our needs are outpacing our capacity to deliver more. It's time to invest more in the transportation system to keep Lincoln on the move.

CONCLUSION

100'S
MORE MILES OF SAFER, SMOOTHER STREETS

4X
MORE INTERSECTION UPGRADES

25%
MORE ABILITY TO BUILD STREETS IN GROWTH AREAS

Maintenance and Preservation

Improved processes and new revenue will nearly double the number of streets the City can treat and fix every year. More miles will stay smoother and safer longer.

Optimization

New smart, connected traffic signals, and refined intersection design will help traffic flow better and safer throughout the City. Investments to upgrade our 450 intersections will save residents time and money as they move more efficiently on game day or their morning commute.

Growth

New revenue improves the City's ability to build new streets each year and advance strategic growth priorities. New design standards and inspection processes will improve the City's partnership with private developers.

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CITIZENS' TRANSPORTATION COALITION

EXECUTIVE SUMMARY

Introduction

Lincoln's municipal and community leaders have recently initiated a full-scale review of the city's engineering standards, practices, and fiscal management. Through the work of a mayor-appointed Citizens' Transportation Coalition, Lincoln has examined possibilities to improve its methods of system preservation and optimization; reviewed best practices for system growth and annexation; and has determined the community's desired levels of the transportation system's condition, its costs, funding gaps, and potential solutions. The coalition concluded its review of the transportation system in December of 2017 and will submit its report and recommendations to the Mayor's Office in January of 2018.

Forming a Coalition

The focus of the Transportation Implementation Strategy was to determine what Lincoln is doing well, what could be improved, and the steps that the city should take to improve transportation system performance to provide a vibrant, efficient, and well managed network. A critical piece of this project was the identification of respected community stakeholders who would be willing to volunteer their time to provide a fair and impartial review of city practices. The full list of members is found below:

Bob Caldwell, *Co-Chair, NEBCO*

Miki Esposito, *Co-Chair, Public Works and Utilities Director*

Adam Morfeld, *State Senator*

Brad Hulse, *Lincoln First Realty*

Bruse Bohrer, *Chamber of Commerce*

Carl Eskridge, *City Council*

Cyndi Lamm, *City Council*

Dan Piatkowski, *UNL Community and Regional Planning*

David Cary, *Planning Director/MPO Representative*

Jeanne McClure, *ACEC (American Council of Engineering Companies)*

Jennifer Brinkman, *Lancaster County Commission*

Joe Schulz, *Schulz Transportation*

Jon Carlson, *Mayor's Office*

Jordan Messerer, *UNL Recreation*

Kathy Campbell, *Former State Senator and Lancaster County Commissioner*

Katie Wilson, *AGC (Associated General Contractors)*

Kim Russel, *Bryan Health*

Larry Dix, *NACO (National Association of County Officials)*

Leo Schumacher, *Lincoln Federal Savings Bank*

Lonnie Burklund, *Public Works and Utilities*

Pam Dingman, *County Engineer*

Mark Hunzeker, *Baylor, Evnen, Curtiss, Grimit and Witt/LIBA*

Mike DeKalb, *StarTran Board/LPSNRD*

Mike Hilgers, *State Senator*

Randy Peters, *UNL Engineering*

Rick Hoppe, *Mayor's Office*

Tom Huston, *Cline, Williams, Wright, Johnson, & Oldfather*

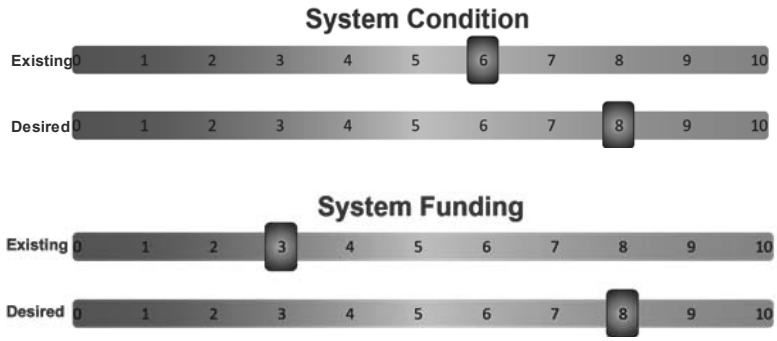
Coalition Kickoff

Coalition members represent a cross-section of Lincoln's public, institutional, development, and industry leaders; including city council and state senate representatives. To guide them in this effort, Mayor Beutler charged the coalition with reviewing the city's current practices with respect to answering the following questions:

- What are Lincoln's current system preservation, system optimization, and expansion needs?
- What level of transportation infrastructure maintenance do citizens expect?
- What transportation investments are needed to continue to improve quality of life in Lincoln?
- What will those investments cost?
- What are the best mechanisms for the city to fund its current and expanding infrastructure needs?

Following the initial coalition kickoff meeting, members took part in a bus-tour review of the city's infrastructure, during which they answered poll questions regarding their opinions of existing and desired infrastructure conditions. Coalition members were asked their opinion of the condition of the existing transportation system, their desired condition, and the existing and desired level of funding that they would like to see dedicated to transportation on a ten-point scale. Results of these initial questions are shown below.

Figure X.1: Lincoln Bus Tour Poll Question

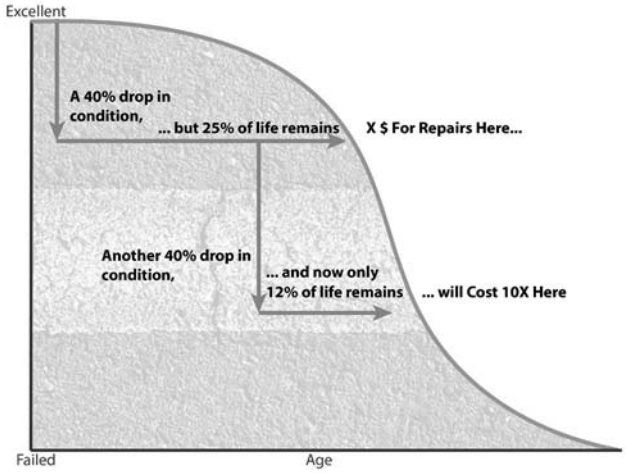


Coalition Perception of the Existing and Desired System and Funding Levels

System Preservation and Optimization

The second session of the Citizens' Transportation Coalition focused on the day-to-day operations of the city with respect to system maintenance activities and the efforts to optimize the existing city transportation network. Coalition members received a briefing on the existing state of the system, recently increased pavement maintenance efforts, and a review of optimization strategies, such as traffic signal upgrades and system improvements to improve traffic flow. Results of the initial peer review for system preservation and optimization efforts in similar communities were shared with the coalition.

Figure X.2: Pavement Life Cycle



Source: 2015 Pavement Management Report, All-About Pavement, July 2017

- Lincoln spends the lowest amount of funding on pavement maintenance of any of the responding communities ($2,400 per lane mile compared to an average of $10,000 and a high of $30,000).
- Lincoln also uses more stringent design standards (with respect to lane width) than its peer communities.
- Lincoln's pavement design standards could be upgraded to require geotechnical engineering of subgrades and pavement design. In addition, dowel rods should be required for most, if not all, concrete streets (as is the case with most peer communities).
- Proof-rolling (checking accuracy of subgrade compaction) and backfill requirements in Lincoln should be upgraded to ensure quality materials and processes are used when pavement is disturbed for utility cuts.
- Most peer communities also track snow removal online.

Overall, the efforts the city has made to continuously review, assess and update the practices building on community and stakeholder input should be commended. The results of these efforts are evident as the established operations and standards reflect solid and largely state-of-the-art practices. The effort to maintain these operations and standards has been, and will remain, a continuous exercise.

System Growth

The third coalition meeting reviewed Lincoln's procedures concerning growth and annexation. Lincoln, like its peer communities, faces challenges in managing fringe growth. Providing the necessary transportation infrastructure for newly developed neighborhoods can be a challenge due to the high cost associated with the development of arterial roadways.

Residential growth in Lincoln corresponds to the expansion of the sewer system. It is important to note that while the sewer expansions can be funded through utility rate structures, this is not currently possible for transportation infrastructure – streets will always lag development.

Table X.1:Population Characteristics

				2000-2016		
Description	**2000**	**2010**	**2016**	**Total Increase**	**Ann. #**	**Ann. %**
Population						
Lincoln	225,581	259,041	280,369	54,788	3,424	1.4%
Lancaster County	250,291	286,141	309,637	59,346	3,709	1.3%
Households						
Lincoln	90,485	104,286	112,386	21,901	1,369	1.4%
Lancaster County	99,187	114,649	122,027	22,840	1,428	1.3%
Source: US Census; Economic & Planning Systems						

Several policy choices in Lincoln support the growth of a vibrant and inclusive community. The region's One Lincoln stance ensures that fringe development is consistent with city standards and codes – new neighborhoods must be developed to Lincoln's standards; at which time they will be annexed. Additionally, the existence of a single Lincoln school district is a positive component for equity and inclusivity across the community. LPlan 2040's goal of 20 percent infill growth is currently being exceeded with recent data showing 31 percent infill growth. While growth in Lincoln is well managed; funding for transportation connections to these growth areas has not been fully provided for and additional funding is needed.

Lincoln's challenges on the fringe are not unique when compared to its peers. Lincoln's development community works well with city staff to partner to solve development challenges. However, an interim street standard could be considered to provide consistent design guidelines for connections to new developments. While many communities utilize impact fees to support fringe infrastructure development, these fees do not pay for a majority of the costs. Lincoln (similar to its peers) pay most of the costs to develop arterial roads.

Transportation Funding Gap

The fourth meeting of the coalition focused on the transportation funding gap and some potential sources of revenue. Funding for Lincoln's transportation infrastructure comes from various sources – city funds, state funds and federal-aid are all used to keep Lincoln on the move. Currently, Lincoln's annual investment in transportation totals nearly $60 million. National trends in transportation planning have shown a shift away from dependence upon federal and state funding sources to improve local infrastructure.

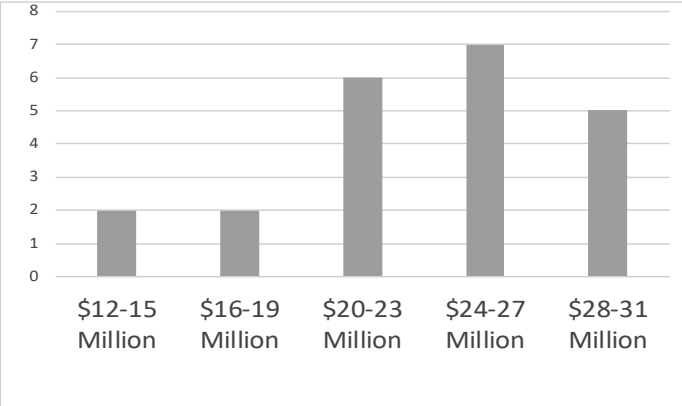
Lincoln's transportation funding levels for maintenance and operations of the existing system total nearly $23 million annually. Based upon a review of peer communities and the needs assessment established through this study, Lincoln currently has an annual funding gap of approximately $21 million for street maintenance (resurfacing, repair, etc.) and and additional $7 million for system optimization, signal, and traffic flow upgrades. In addition, the capital needs identified in LPlan 2040 identified the need for an additional investment $5 million per year to construct the necessary improvements on the city's system to account for the predicted growth.

Based on this analysis, the funding gap for transportation in Lincoln is $33 million per year ($21 million for preservation, $7 million for optimization, and $5 million for capital improvements).

Potential Funding Solutions

During the fourth meeting the coalition separated into four groups and was asked to propose potential solutions to close the funding gap through the use of a funding model in which wheel tax, impact fee, and sales tax revenue could be modified. Each of the groups was tasked with identifying a preferred revenue level and funding mix. By law, city sales tax may only be increased by 0.25 or 0.5 percent up to a cap of an additional 0.5 percent. Coalition members were also encouraged to identify other options for funding that may have been missed in the initial analysis. Following the exercise, coalition members were polled on their support for additional funding. The vast majority of the coalition supported an annual funding increase of more than $20 million for transportation.

Figure X.3: What Funding Level Would You Support?



Source: Olsson Associates

Specifically, when asked about appropriating a portion of the city sales tax to support transportation investment in Lincoln, the majority of the coalition supported the measure – designating either by ½ cent or ¼ cent. It is important to note that while the coalition supports a sales tax appropriation, some members would not support ¼ cent but would support a ½ cent appropriation. This is also true in the reverse; some members support a ¼ cent but would not support an appropriation of ½ cent.

Conclusion

Throughout the course of this project, the transportation coalition was asked to evaluate potential improvements to the existing operations, policies and procedures of the Lincoln Public Works and Utilities Department. The recommendations are reviewed in detail in section 10 of the full report. The recommendations are briefly explained in this summary.

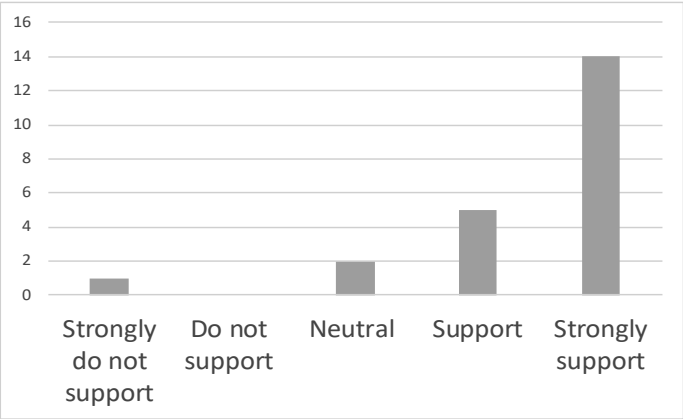
Best Practices

The review of peer communities resulted in seven best practice recommendations including the following: schedule periodic reviews, track snow removal online, review the access management policy, update the complete streets policy, continue emergency pavement repairs, increase pavement inspection frequency, and to continue implementation of the traffic management master plan. When asked to evaluate these practices for recommendation to the Mayor, over 86 percent of respondents approved. Of note, an updated complete streets policy will also help to prioritize investments in pedestrian, bicycle, and transit accommodations.

Design Standards

The coalition also recommended exploring the following requirements for curb cuts for driveways, increasing flexibility of design standards for street lane widths, exploring other design guidelines (e.g. NACTO, ITE), enhancing backfill requirements for utility cuts, utilizing geotechnical pavement design and leveraging the use of warranty bonds for construction projects. Each of these considerations were approved for recommendation to the mayor by over 78 percent of the coalition.

Figure X.4: Do You Support the Implementation of Best Practices

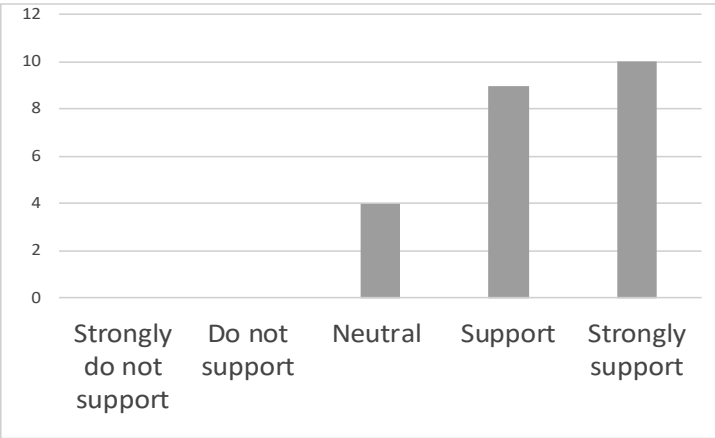


Source: Olsson Associates

Pavement Management

Pavement management upgrades were also recommended. The coalition suggested consideration of the following: increasing the frequency of pavement inspection, establishment of a robust maintenance program to enhance crack sealing, microsurfacing, and a strategic overlay program; avoiding a "worst is first" approach to maintenance; establishing varying performance goals for varying street classifications; and the development of specific programs for streets without dowel bars and streets impacted by Alkali-Silica Reactivity (ASR). In total, these considerations were approved for recommendation to the mayor by over 83 percent of the coalition.

Figure X.5: Do You Support Pavement Management?



Source: Olsson Associates

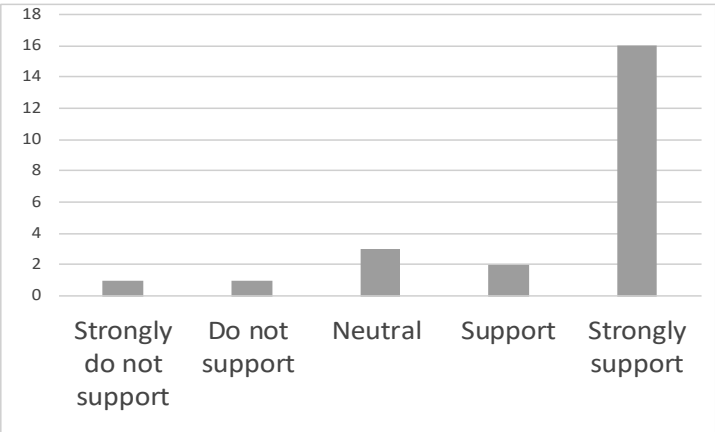
Traffic Control, Private Development, and Impact Fees

The coalition reviewed the existing use of Lincoln's traffic management center and recommended that the city explore staffing the center through the use of consultant staff for special events and recurring incidents. Currently, the traffic management center is underutilized due to a lack of staff.

Initial considerations sought to minimize the risk to the city with regard to poor quality residential streets becoming the responsibility of the city following annexation. However, due to the recent success of ongoing developer-city partnerships, it is recommended that the city continue the increased inspection practices that are currently being piloted.

Finally, impact fees have been collected in and spent throughout seven districts in Lincoln since their inception. This creates challenges in project execution as the total receipts from these fees can be relatively minor in several districts. It is recommended that the city examine a simplification of the impact fee districts (while keeping geographic equity) to improve project delivery through impact fee funds.

Figure X.6: Do You Support Designating a Portion Of The Sales Tax To Go Towards Increasing Funding For Transportation?



Source: Olsson Associates

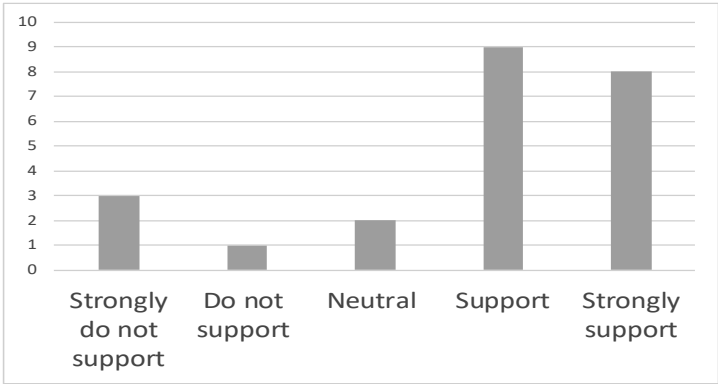
Increased Funding

When asked if they believed the city needed additional funding for transportation preservation, optimization and growth, 87 percent of respondents supported the statement that additional funding is needed. Additionally, more than 83 percent of the coalition supported the idea that additional funding come from local sources. When considering transportation revenue options, Lincoln only controls revenue from sales tax, wheel tax, and impact fees. As noted previously, the majority of the coalition would like to see over $20 million in new revenue dedicated to transportation each year. The surest way to raise this level of funding is through a dedicated sales tax (yielding $12 million for each ¼-cent).

In addition to the dedicated sales tax, the coalition is supportive of exploring a meassure of indexing the city's wheel tax to the rate of inflation. This measure would assist Lincoln's dedicated transportation revenue in keeping pace with rising costs.

Alternative funding methods should also be explored for specific projects through Lincoln's Local Option Municipal Economic Development (LB840) legislation, sanitation and improvement districts (if properly revised), and right-of-way franchise fees.

Figure X.7: Do You Support Indexing The Wheel Tax To Inflation?



Source: Olsson Associates

Citizens' Transportation Coalition Kick-off Meeting, Lincoln Chamber of Commerce

Winter Lecture Series, 2018: Imagining a Just World Order **Attachment 3**

There has been much gloom and doom talk lately, stimulated by such facts (real news, not fake news !) as continuing terrorism, resurgence of narrow nationalism, continuing economic inequalities, evident racism, proof of global warming, and much displacement and migration from conflicts and inadequate economic progress. At the same time we tend to overlook some countervailing patterns such as decline of war among great powers, increasing attempts to manage other forms of violence, greater tolerance for minority religions and other minority behaviors (at least in parts of the world), greater scientific cooperation in a variety of fields, less global poverty and hunger and lower child mortality, etc. So perhaps we have over-emphasized the negatives and disregarded some positives. In that spirit, we address what a just world order would look like and the steps that might be taken to achieve it. Within the limits of our time frame, we selected the following leading issues that need to be addressed to obtain a just world order, paying special attention to progressive steps in each.

2/18/18. Patrice McMahon, Political Science, University of Nebraska. **Global Governance or International Regimes to Manage Problems**. Attention to the United Nations (and certain component parts like the WHO), European Union, NATO and other organizations that try to bring principled order, or a rules based system, in various issue areas of world affairs. Recognition of the role that private organizations (e.g., Human Rights Watch, the Bill and Melinda Gates Foundation) play in affecting world order.

2/25/18. Parks Coble, History, University of Nebraska. **China's Impact.** How China arrived to its current position of prominence in world affairs, how it seeks to develop and exercise influence at present, and its goals for the future. The balance of positive and negative influences on a "just" world order.

3/4/18. Jordan Kuck, History, West Virginia Wesleyan College. **Controlling Violence**. Attention to international wars, civil wars, terrorism, violent instability, and nuclear dangers. Attention to the laws of war and international attempts to limit violence.

3/11/18. Gus Hurwitz: University of Nebraska College of Law. **Managing Cyber Sensitivities**. Attention to hacking, fake news, human rights in traditional and social media, cyber war and attacks on civilian infrastructure. Also attention to the principle of non-interference in domestic affairs and to political and criminal factors.

3/18/18. Don Wilhite: University of Nebraska Institute for Agriculture and Natural Resources. **Sustainable development, environmental stressors and resilience**. The challenge of achieving responsible economic growth in light of current and future environmental stressors, e.g., climate change, drought, water scarcity, given the implications of these stressors on food security, national and regional conflicts, and environmental refugees.

3/25/18. **Concluding Panel**. Reviews leading threats to world order and efforts to manage them. Seeks an overview of developments with recognition that, say compared to the pre-League of Nations era, there is now a much greater organized effort to manage the problems discussed. Will address costs and benefits of present arrangements and leading ideas for change.

The Annual Winter Lecture Series is held at the Unitarian Church, 6300 A Street, Lincoln, NE. All events are free and open to the public.

Attachment 4

City of Lincoln
Mayor's Office

2018 Media Releases

Date:
February 12, 2018
For More Information Contact:
Lin Quenzer, City Ombudsman, 402-441-7511

Public Can Now Use "UPLNK" for Speedy Repairs

New online tool and app update existing Action Center

Mayor Chris Beutler announced today that residents now have a new way to report potholes, graffiti and other quality of life issues. UPLNK is a free app that enables Lincoln residents to request service from the City for non-emergency issues. It is an update of the City's Action Center, which has been in use since 2005.

UPLNK is the result of a partnership with SeeClickFix, a data management platform designed to use information provided by the public. More than 300 communities across the country now use the service.

"Public engagement continues to be a priority for my Administration," Mayor Beutler said. "UPLNK creates a convenient and direct line of communication between Lincoln residents and City government. This update of our popular Action Center service reinforces our dedication to work with our residents to solve problems quickly."

To download UPLNK, visit your favorite app store and search "UPLNK." Residents can also send reports at uplnk.lincoln.ne.gov.

Residents can use the UPLNK app to provide pictures, videos and specific descriptions of problem areas that give the City a more complete understanding of the situation. Locations of reported issues are automatically recorded when the app is engaged. The SeeClickFix platform also provides City staff with a centralized management system to monitor issues from start to finish and to keep residents informed throughout the process.

"This partnership not only allows our residents to report problems, but also to view, provide comments and vote to fix problems submitted by their neighbors," said Lin Quenzer, City Ombudsman. "Residents can even create their own watch areas to receive notifications about all issues reported in the community, enabling them to follow the progress of all service requests, not just the ones they report."

For more information about UPLNK, contact Lin Quenzer at 402-441-7511 or lquenzer@lincoln.ne.gov.

Mayor's Office Media Releases