

**STAFF MEETING MINUTES  
LANCASTER COUNTY BOARD OF COMMISSIONERS  
COUNTY-CITY BUILDING  
ROOM 113 - BILL LUXFORD STUDIO  
THURSDAY, NOVEMBER 3, 2016  
8:00 A.M.**

Commissioners Present: Roma Amundson, Chair  
Todd Wiltgen, Vice Chair  
Larry Hudkins  
Deb Schorr  
Bill Avery

Others Present: Kerry Eagan, Chief Administrative Officer  
Dennis Meyer, Budget and Fiscal Officer  
Dan Nolte, County Clerk  
Cori Beattie, Deputy County Clerk  
Ann Taylor, County Clerk's Office

*Advance public notice of the Board of Commissioners Staff Meeting was posted on the County-City Building bulletin board and the Lancaster County, Nebraska, web site and provided to the media on November 2, 2016.*

The Chair noted the location of the Open Meetings Act and opened the meeting at 8:03 a.m.

**AGENDA ITEM**

**1 APPROVAL OF MINUTES OF THE OCTOBER 27, 2016 STAFF MEETING**

**MOTION:** Hudkins moved and Wiltgen seconded approval of the October 27, 2016 Staff Meeting minutes. Wiltgen, Schorr, Hudkins and Amundson voted yes. Avery abstained from voting. Motion carried 4-0, with one abstention.

**2 INTRODUCTION OF SANDRA WASHINGTON AND DEANE FINNEGAN, CANDIDATES FOR APPOINTMENT TO THE LINCOLN/LANCASTER COUNTY PLANNING COMMISSION -  
David Cary, Lincoln/Lancaster County Planning Department Director**

David Cary, Lincoln/Lancaster County Planning Department Director, introduced Sandra Washington and Deane Finnegan, candidates for appointment to the Lincoln/Lancaster County Planning Commission. Washington and Finnegan shared their backgrounds and discussed some of the challenges facing the Planning Commission.

**3 LANCASTER COUNTY EXTENSION EXPANSION PLANS** - Dean Charles Hibbard, Cooperative Extension Division, University of Nebraska - Lincoln (UNL); Dave Varner, Interim Director, Southeast Research & Extension Center, UNL; Karen Wobig, Lancaster County Extension Unit Leader

Karen Wobig, Lancaster County Extension Unit Leader, discussed the request to expand Lancaster County Extension Office's space at 444 Cherrycreek Road in response to an opportunity it has been given to expand program areas (see April 13, 2016 County Board Staff Meeting minutes). She presented information regarding the office layout (see Exhibit A) noting the cubicle area was recently reconfigured using encumbered dollars from the Fiscal Year (FY) 2015-2016 budget and a contribution from the University of Nebraska. Wobig noted there is also a need to provide a lactation room for mothers who express milk at work.

Dean Charles Hibbard, Cooperative Extension Division, University of Nebraska - Lincoln (UNL), said he views the Lancaster County Extension Office as a role model for the rest of the State and believes UNL will continue these types of investments of personnel in Lancaster County Extension.

Wobig said Greg Newport, The Clark Enersen Partners (architectural firm) and Don Killeen, County Property Manager, have looked at the space and tried to assist them in finding a solution. She said they have come to the conclusion that the best option is expanding into the greenspace at the northeast corner of the building.

In response to a question from Hudkins, Killeen said they looked at offsite options but said it becomes Wobig's call on how well they could function. Wobig said it is very difficult to separate out staff because of the interrelationships. She said it was also determined that an addition would be more cost effective in the long run. Wobig added that the cost can be scaled down from the initial estimate of \$250,000.

Dennis Meyer, Budget and Fiscal Officer, recommended delaying the project until bids on furniture and fixtures for the 605 Building are received to prevent cash flow issues in the Building Fund.

Further refinement of the plans and costs was suggested.

Pam Dingman, County Engineer, appeared and suggested the need to look at handicapped accessibility for the entire building as well and said she will work with Wobig in that regard.

Hudkins exited the meeting at 9:03 a.m.

- 4 CITY-COUNTY JOINT ISSUES DISCUSSION
  - A) TRANSPORTATION ISSUES:
    - 1) Railroad Transportation Safety District (RTSD)
    - 2) South and East Beltways
    - 3) Rural to Urban Transition Street (RUTS) Program
    - 4) Havelock Avenue and North 84<sup>th</sup> Street Turn Lane
  - B) VISITORS PROMOTION FUND/PINEWOOD BOWL
  - C) PAYROLL SYSTEM

**A) Transportation Issues:**

**1) Railroad Transportation Safety District (RTSD)**

See Item A2.

Hudkins returned to the meeting at 9:07 a.m.

**2) South and East Beltways**

Miki Esposito, City Public Works & Utilities Director, gave a PowerPoint presentation on the South and East Beltway Projects, noting the following (Exhibit B):

- History of the projects
- Current status
- Transportation financing
- Nebraska transportation legislation

**NOTE:** The South Beltway is projected to be an 11 mile, four-lane divided freeway extending from Nebraska Highway 2 to Nebraska Highway 77 and will require acquisition of 730 acres of right-of-way for the corridor. The East Beltway is projected to be a 13 mile, four-lane freeway extending from Nebraska Highway 2, at South 120<sup>th</sup> Street, to the Waverly/Interstate 80 interchange and will require acquisition of 838 acres of right-of-way for the corridor.

Esposito said the earliest date projected to begin construction of the South Beltway is 2020, with construction projected to take between five and eight years. The State's portion of the funding is \$160,000,000 and the City and County's portion of funding is \$40,000,000. She said the City's six-year capital improvement program (CIP) shows \$20,000,000 in prior appropriation designated for the project and the CIP shows an annual contribution from the Railroad Transportation Safety District (RTSD) of \$2,160,000 for the next four years. Esposito noted the South Beltway was prioritized over the East Beltway because of safety concerns and the need to divert truck traffic.

In terms of the East Beltway, Esposito said there have been extraordinary efforts with the Federal Highway Administration (FHWA) to get environmental processes followed. She said the purpose and need document has been approved by FHWA and forwarded

to the U.S. Army Corps of Engineers for review. Right-of-way planning and construction engineering is beginning along with facilitating the environmental process. Esposito stressed the need to maintain patience through building and committing to the South Beltway, explaining merging the projects could potentially open up the environmental process again. She said they also need time to raise funds for the project, noting the East Beltway project made the planning list for Build Nebraska Act (BNA) funding and was identified as a signature project for Lincoln and Lancaster County in the outreach that occurred for the Long-Range Transportation Plan. Esposito noted the City and County have joined the Lincoln Independent Business Association (LIBA) and Lincoln Chamber of Commerce in creating a transportation coalition and stressed the need to continue to dialogue and strategize on how to keep the project moving forward.

Pam Dingman, County Engineer, noted there is an interlocal agreement in place for corridor protection in this area and said she and Esposito are working to refine it to detail the review process. She said their proposed changes will be brought forward to the County Board and City Council.

Esposito noted the City is currently committing \$250,000 annually to the East Beltway project and has accumulated approximately \$3,000,000. Approximately \$1,200,000 has been spent on corridor protection, to date, with 30 acres acquired. Dingman also pointed out the City's reserves for corridor protection are much larger than the County's and said she plans to ask for additional funding in next year's budget.

Amundson asked whether local realtors are aware of the corridor location. Dingman said the corridor is shown in the Geographic Information System (GIS) database and is published in many locations. She noted that the "trigger" for corridor protection isn't pulled until a building permit is filed. **NOTE:** See Exhibit B for frequently asked questions (FAQ's) relative to corridor protection and buying and selling property.

Wiltgen asked whether land that is being acquired could be included in the match for state and federal funding. Esposito felt that could be a negotiation point and said they will certainly ask.

### **3) Rural to Urban Transition Street (RUTS) Program**

Dingman suggested a review of the interlocal agreement between Lancaster County and the City of Lincoln for the adoption of right-of-way and construction standards for unimproved county roads located within the three-mile zoning jurisdiction of the City of Lincoln classified as rural principal arterial, rural minor arterial, rural major collector and rural minor collector in the Lincoln-Lancaster County Comprehensive Plan (County Contract No. C-06-0060). She said she believes the RUTS Program makes sense but said the County lacks a funding mechanism. Dingman said the County is being asked to purchase 120 feet of right-of way but said that right-of-way might be donated as part of the platting process if development comes forward in the future. She felt that

was an inefficient use of taxpayer funds. It also becomes difficult to maintain the roads. Dingman said she and Esposito are committed to working on an alternative plan and will bring it back to the County Board and City Council.

#### **4) Havelock Avenue and North 84<sup>th</sup> Street Turn Lane**

Amy Dickerson, Lancaster Event Center (LEC) Managing Director, discussed growth of events and attendance at the LEC, the economic impact on the community, and local tax impact (Exhibit C). She noted traffic backups at LEC events and said they have had to actively manage the Havelock Avenue and North 84<sup>th</sup> Street intersection to avoid major backups and safety issues, i.e, hiring Lincoln Police Department (LPD) officers to help direct traffic, working with City Public Works to adjust traffic light timing for peak entry/exit on certain days, and an investment in parking staff and traffic control equipment on the grounds to force vehicles to exit onto North 84<sup>th</sup> Street. Dickerson said they have received complaints from the public on wait times and felt it may be suppressing attendance at events, which has an economic impact.

Dingman said larger vehicles going southbound on North 84<sup>th</sup> Street have difficulty making a left turn into the facility. She said it has also increased traffic on North 98<sup>th</sup> Street which has created other issues.

Dickerson said the cost estimate for improvements to the intersection (additional width and turn lanes) has been revised to \$1,700,000. Esposito said the City sees the need for the improvements and is willing to discuss funding mechanisms and strategy. She noted the State looked at how to capitalize on economic performance as part of Build Nebraska Act (BNA) funding and felt the City and County should consider that as well when analyzing and making decisions about infrastructure projects.

#### **B) Visitors Promotion Fund/Pinewood Bowl**

Lynn Johnson, Lincoln Parks & Recreation Director, said a process was initiated about a little over a year ago to update the master plan for Pinewood Bowl Amphitheater, in Pioneers Park, in part due to SMG's (public facility management company) successful utilization of the facility (Exhibits D & E). He noted the facility was built in the 1940's and said there has not been a major reinvestment in Pinewood Bowl for over 40 years. Johnson said the proposed improvements include creating space where Pinewood Bowl, Inc. can prepare for its summer musical and improvements to the back and front of the house to accommodate large productions and improve the guest experience. He said the first phase is estimated to cost \$750,000 (see Exhibit E) and said they would like to explore the possibility of investing Visitors Improvement Fund dollars (lodging tax revenue) in the facility. **NOTE:** The City received a Visitors Improvement Fund grant in 2013 for improving and expanding parking in Pioneers Park for Pinewood Bowl.

Tom Lorenz, SMG General Manager, discussed the impact of major productions at the facility (see Exhibit D), noting over \$7,000,000 in ticket sales over the last five years.

In response to questions from Schorr and Wiltgen, J.J. Yost, Planning & Construction Manager, Lincoln Parks & Recreation, said the prioritization of projects is not finalized but said he believes the back-up stage area should be improved first.

Schorr asked whether there will be opportunities for naming rights at the facility. Johnson said there will be, noting there have also been discussions with the Lincoln Parks Foundation about the possibility of a capital campaign.

Avery asked who receives the income from concessions. Lorenz said SMG does, explaining the revenue can help pay for lesser selling shows with positive revenues from larger selling shows applied to the Pinnacle Bank Arena's bottom line.

Schorr asked whether they plan to request a Visitor Improvement Fund grant. Johnson said their intent was to initiate the conversation and see how a request might be received.

Dennis Meyer, Budget and Fiscal Office, said the Visitor Improvement Fund monies are limited at this time. It was noted the Lincoln Children's Zoo has requested \$2,100,000 and the Lancaster Agricultural Society has requested \$3,000,000 (\$600,000 over five years starting in 2017), which is tied to the Lancaster Event Center (LEC) being selected to host the National High School Rodeo Finals (NHSRF) (see July 7, 2016 County Board Staff Meeting minutes). He said there are also funds allocated for bid fees and the \$10,000 grant requests. Schorr noted LEC will be notified in January, 2017 whether it has been selected and said it might be premature to look at a request for the Pinewood Bowl at this time.

Johnson suggested development of a long-term strategic spending plan for the lodging tax and said they would be interested in being part of that discussion.

Kerry Eagan, Chief Administrative Officer, suggested the Board make grants contingent upon participating in a long-term plan. He said the Agricultural Society may have some funds remaining from their previous grant award that could reduce their request for \$3,000,000 and said the Lincoln Children's Zoo will need to renegotiate its grant contract because it cannot complete the contract as it was written. Eagan also pointed out that \$10,000 grants are seldom given out and said there is approximately \$1,000,000 sitting in the promotion fund.

### **C) Payroll System**

Steve Henderson, Chief Information Officer, Information Services (IS), and Doug McDaniel, Lincoln-Lancaster County Human Resources (HR) Director, noted the software used by the City and County for payroll has had changes in ownership and there are indications that support for the software may cease (see September 1, 2016 County Board Staff Meeting minutes). Henderson said they have been looking at other payroll systems and said funds were included in both the City's and County's budgets

for a new payroll system. He added decisions will need to be made about whether to run the payroll system on-premise, in the "cloud", or a combination of both; and whether to purchase software licenses or pay a monthly or annual fee. Henderson said a new payroll system would provide not only payroll functionality but could provide HR more tools to support their functions. McDaniel said those tools would vary by product.

Schorr inquired about financing mechanisms, such as bonding or cost allocating back to departments. Henderson said those are possibilities and said financial models will be part of the decision making process.

Also present for the City/County joint issues discussion were: Leirion Gaylor Baird, Roy Christensen, Carl Eskridge and Cyndi Lamm, Lincoln City Council Members; Rick Hoppe and Denise Pearce, Administrative Assistants to the Mayor; David Cary, Lincoln/Lancaster County Planning Department Director; Paul Barnes, Long-Range Planning Manager, Lincoln/Lancaster County Planning Department; Jerry Shorney, Assistant Director, Parks Operations Division, Parks and Recreation; Alan Wood, Lancaster County Agricultural Society Counsel; Kendra Ronnau and Trudy Pedley, Lancaster County Agricultural Society Board; Hoyt Kraeger, LEC Special Events Assistant; Dan Rosenthal, REGA Engineering; Kyle Fischer, Lincoln Chamber of Commerce; and Tim Hrouza, Director of Policy and Research, Lincoln Independent Business Association (LIBA).

- 5 POTENTIAL LITIGATION** - Pam Dingman, County Engineer; Jim Shotkoski, Right-of Way Division Head, County Engineering; David Derbin, Deputy County Attorney

**MOTION:** Schorr moved and Hudkins seconded to enter Executive Session at 10:46 a.m. for the purpose of protecting the public interest with regards to potential litigation.

The Chair said it has been moved and seconded that the Board enter into Executive Session.

**ROLL CALL:** Schorr, Hudkins, Avery, Wiltgen and Amundson voted yes. Motion carried 5-0.

The Chair restated the purpose for the Board entering into Executive Session.

**MOTION:** Schorr moved and Wiltgen seconded to exit Executive Session at 11:07 a.m. Hudkins, Avery, Wiltgen, Schorr and Amundson voted yes. Motion carried 5-0.

**6 A) ENGINEERING SUBSTATIONS; B) SURPLUS PROPERTIES AT NORTHWEST 48<sup>TH</sup> STREET & HIGHWAY 34; AND C) VACATED RIGHT-OF-WAY WEST OF THE CITY OF HICKMAN** - Pam Dingman, County Engineer; Ken Schroeder, County Surveyor

**A) Engineering Substations**

Item was held.

**B) Surplus Properties at Northwest 48<sup>th</sup> Street and Highway 34**

Ken Schroeder, County Surveyor, requested direction on how to proceed with surplus property along Highway 34 and Northwest 48<sup>th</sup> Street (Exhibit F). **NOTE:** See September 22, 2016 County Board Staff Meeting minutes for more information. Pam Dingman, County Engineer, noted it is not a buildable parcel.

Hudkins asked whether the County would be required to provide access. Dave Derbin, Deputy County Attorney, said the County could provide an easement over the green colored area shown on Page 3.

Derbin said the Board could begin proceedings to vacate the property, by asking the County Engineer and Lincoln/Lancaster County Planning Department to conduct studies and the Planning Department to initiate the procedure to have the City Council approve the vacation because it is within the City's three-mile zoning jurisdiction. The County would negotiate separately with the State to have it take over the purple colored area shown on Page 3, which is the old road bed for Highway 34.

**MOTION:** Schorr moved and Wiltgen seconded to direct the County Attorney's Office and County Engineering to develop the necessary proceedings for disposition of surplus property along Highway 34 and Northwest 48<sup>th</sup> Street. Wiltgen, Schorr, Hudkins, Avery and Amundson voted yes. Motion carried 5-0.

**C) Vacated Right-of-Way West of the City of Hickman**

Dingman said, per the Board's direction, she and Schroeder met with Todd Buel and offered to pay him the same amount paid to him in 2006 when the County purchased 1.33 acres of vacated old South 54<sup>th</sup> Street. **NOTE:** The County paid \$7,000 per acre for property south of the old road alignment and \$20,000 per acre for property north of the old road alignment (a total of \$17,760). The vacated right-of-way has been appraised at \$116,000, based on the highest and best use of the property. Dingman said Buel rejected the offer and is now making an offer of \$6,650.00 through his attorney. She recommended the Board reject the offer.

**MOTION:** Hudkins moved and Wiltgen seconded to direct the County Attorney's Office to send a letter of response to Mr. Buel's attorney indicating that the County Board is rejecting his offer, per the recommendation of the County Engineer. Hudkins, Avery, Wiltgen, Schorr and Amundson voted yes. Motion carried 5-0.

Wiltgen exited the meeting at 11:31 a.m.

**7 ENERGY AUDIT PROPOSALS** - Frank Uhlarik, City Sustainability & Compliance Officer; Don Killeen, County Property Manager

Frank Uhlarik, City Sustainability & Compliance Officer, presented information on energy savings performance contracting and a letter of understanding from Willdan Energy Solutions of Lawrence, Kansas agreeing to perform a preliminary energy audit to estimate the implementation costs and the energy and operational savings of a variety of facility improvement measures (FIM's) at various government facilities (Exhibits H & I).

Don Killeen, County Property Manager, explained there will be no cost to the City, County or the Public Building Commission (PBC) at this time for the audit.

The letter of understanding for the audit will be scheduled on the November 8, 2016 County Board of Commissioners Meeting agenda for action.

Wiltgen returned to the meeting at 11:34 a.m.

**8 AMENDMENT OF CELEBRATING FAMILIES COORDINATOR CONTRACT WITH CHRISTY MERRYMAN** - Kim Etherton, Community Corrections Director

Kim Etherton, Community Corrections Director, said she would like to increase the maximum number of hours the contractor (Christy Merryman) can work from 25 to 30 hours per week, adding funding will be from the Drug Court Enhancement Grant.

There was consensus to schedule the amendment on the November 8, 2016 County Board of Commissioners Meeting agenda.

**9 TOUR OF 605 BUILDING (Following completion of all other Staff Meeting Items)** - Greg Newport, The Clark Enerson Partners; Representatives of New Generation Construction (NGC); Don Killeen, County Property Manager

Item was held until later in the meeting.

## **10 ACTION ITEMS**

There were no action items.

## **11 CONSENT ITEMS**

There were no consent items.

## **12 ADMINISTRATIVE OFFICER REPORT**

- A. Management Team Meeting Agenda Items (Thursday, November 10, 2016, 7:30 a.m.)

A presentation by Karen Wobig, Lancaster County Extension Unit Leader, on her department was scheduled.

- B. Payment of \$5,750.00 to Prudential Retirement for Plan Amendments from Expense Account for the Lancaster County Employees 401(a) Retirement Plan

**MOTION:** Schorr moved and Hudkins seconded approval. Schorr, Hudkins, Avery, Wiltgen and Amundson voted yes. Motion carried 5-0.

- C. Tri-County Meeting, Monday, November 14, 2016 at Metropolitan Community College's Fort Omaha Campus in Omaha, Nebraska (Attendance and Agenda Items)

The following agenda items were suggested: 1) Juvenile detention per diem; 2) Payroll system; and 3) Zero-based budgeting. All of the Board members indicated plans to attend the meeting.

## **13 PENDING**

There were no pending items.

## **14 DISCUSSION OF BOARD MEMBER MEETINGS**

- A. Keno Human Services Prevention Fund Committee - Schorr

Schorr said 25 agencies submitted funding requests but with limited funds, it is likely that only 20 of the requests will receive funding. She said the Joint Budget Committee (JBC) will finalize the funding recommendations.

B. Chamber Coffee - Amundson

Amundson said numerous items were discussed including economic development, tourism, Build Nebraska Act projects, tax incentives and the upcoming election.

C. Air Pollution Control Advisory Board - Avery

Avery said they received updates on Monolith Materials' plans to build a carbon black plant in Hallam, Nebraska and the 2011 Greenhouse Gas Emission Inventory.

**15 EMERGENCY ITEMS AND OTHER BUSINESS**

There were no emergency items or other business.

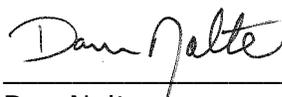
The Chair recessed the meeting at 11:59 a.m. and the Board proceeded to the tour of the 605 Building.

**RETURNING TO ITEM 9**

Greg Newport, The Clark Enersen Partners; Don Killeen, County Property Manager; and representatives of New Generation Construction (NGC) led a tour of the 605 Building referencing the site plan (Exhibit J).

**16 ADJOURNMENT**

By direction of the Chair, the meeting was adjourned at 12:56 p.m.



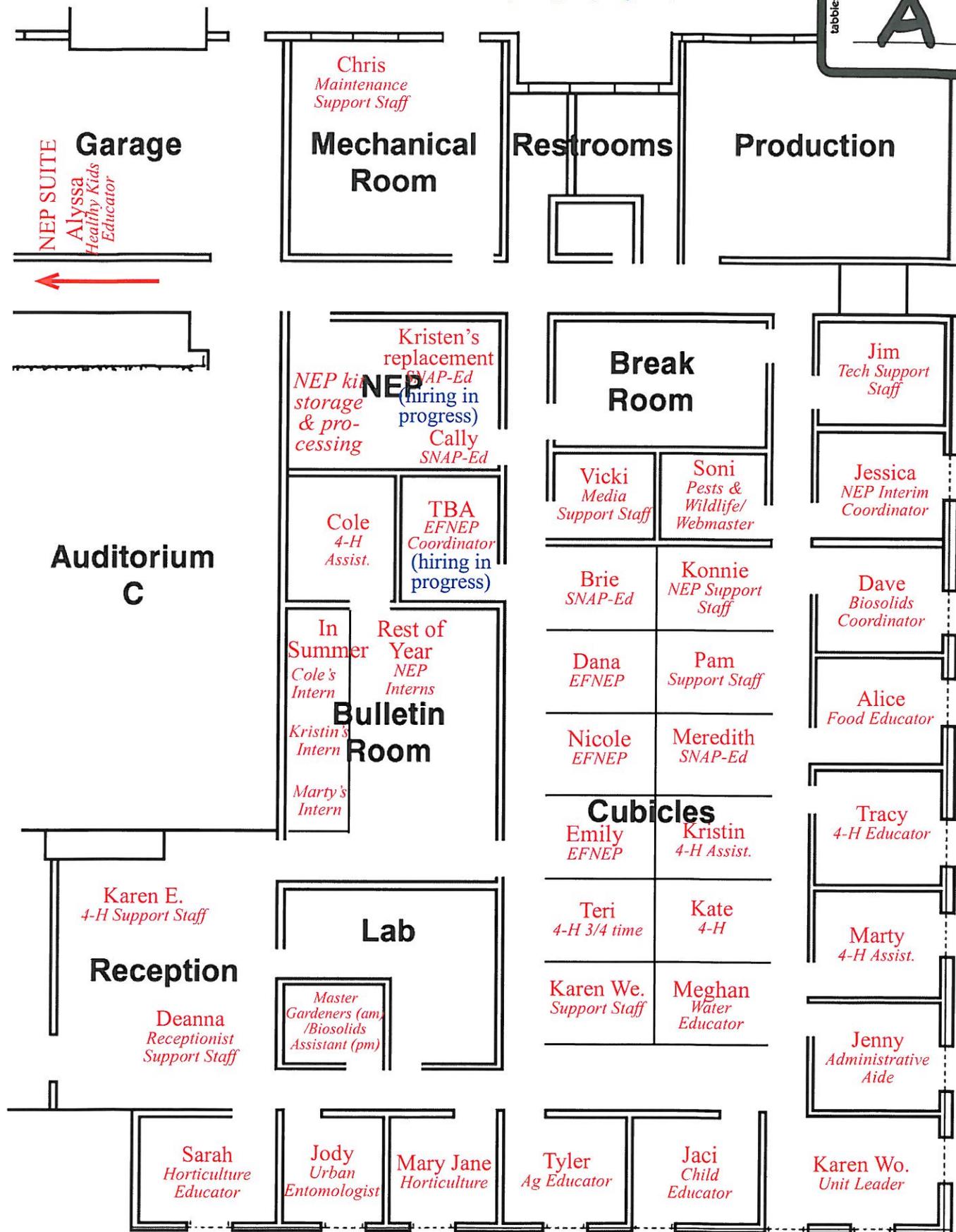
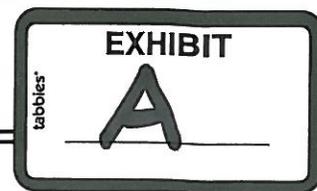
Dan Nolte  
Lancaster County Clerk



# EXTENSION OFFICE LAYOUT

as of Nov. 1, 2016

SNAP-Ed Coordinator (hiring in progress)



## **EXPANSION OPPORTUNITIES AT THE LANCASTER COUNTY EXTENSION OFFICE**

**November 3, 2016**

### **NEW University funded positions hired in 2016:**

1. Jody Green, Entomologist/Educator
2. Tracy Anderson, 4-H Coordinator/Educator
3. Alyssa Havlovic, Growing Healthy Kids Educator
4. Meghan Sittler, Domestic Water/Wastewater Management Educator

### **Nutrition Education Program positions transferred in to Lancaster office in 2016:**

1. Extension Assistant, SNAP-Ed
2. Extension Assistant, EFNEP

### **University/grant funded positions in process of being hired:**

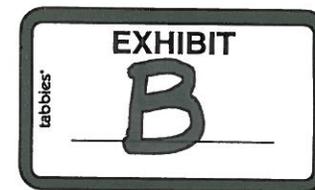
1. Expanded Food and Nutrition Education Program (EFNEP) Educator (NEW position)
2. Supplemental Nutrition Assistance Program Education (SNAP-Ed) Educator (Wobig replacement)
3. SNAP Assistant (Houska replacement)
4. Temporary SNAP-Ed Extension Assistant (NEW position)

### **Potential University/grant funded future positions (dependent on office space):**

1. 4-H Extension Assistants (possible two positions)
2. Community Vitality Initiative Extension Educator
3. Extension Assistant for Growing Healthy Kids Program

In addition, we would like to utilize 1 or 2 full time AmeriCorps staff each year.

We recently completed the reconfiguration of our cubicle area with encumbered dollars from our 2015-2016 budget and a substantial contribution from the University. This allowed for intern cubicles to be placed in the publication room. NEP interns will office there January – May, with 4-H interns housed there from May through August. We also gained one cubicle spot changing from 11 to 12 cubicles, which is where we located our new Water Educator.



# Transportation

Presentation to the County Board

November 3, 2016

### AGENDA

- ▶ South Beltway
- ▶ East Beltway
- ▶ RUTS
- ▶ Havelock Turn Lane

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### Transportation Financing & Recent Legislation



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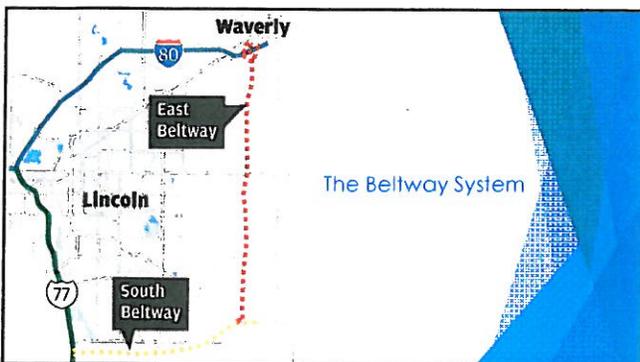
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South Beltway

- ▶ Project History
- ▶ Current Status
- ▶ Financing

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East Beltway

- ▶ Project History
- ▶ Current Status
- ▶ Financing

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Tractor Supply Co. distribution center

Waverly

Waverly Interchange

Smart Chicken

Waverly High School

East Beltway Corridor Protection

County land

maps4news.com/ © HERE, Lee Enterprises graphic

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Rural to Urban Transition Streets (RUTS)



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84<sup>th</sup> & Havelock



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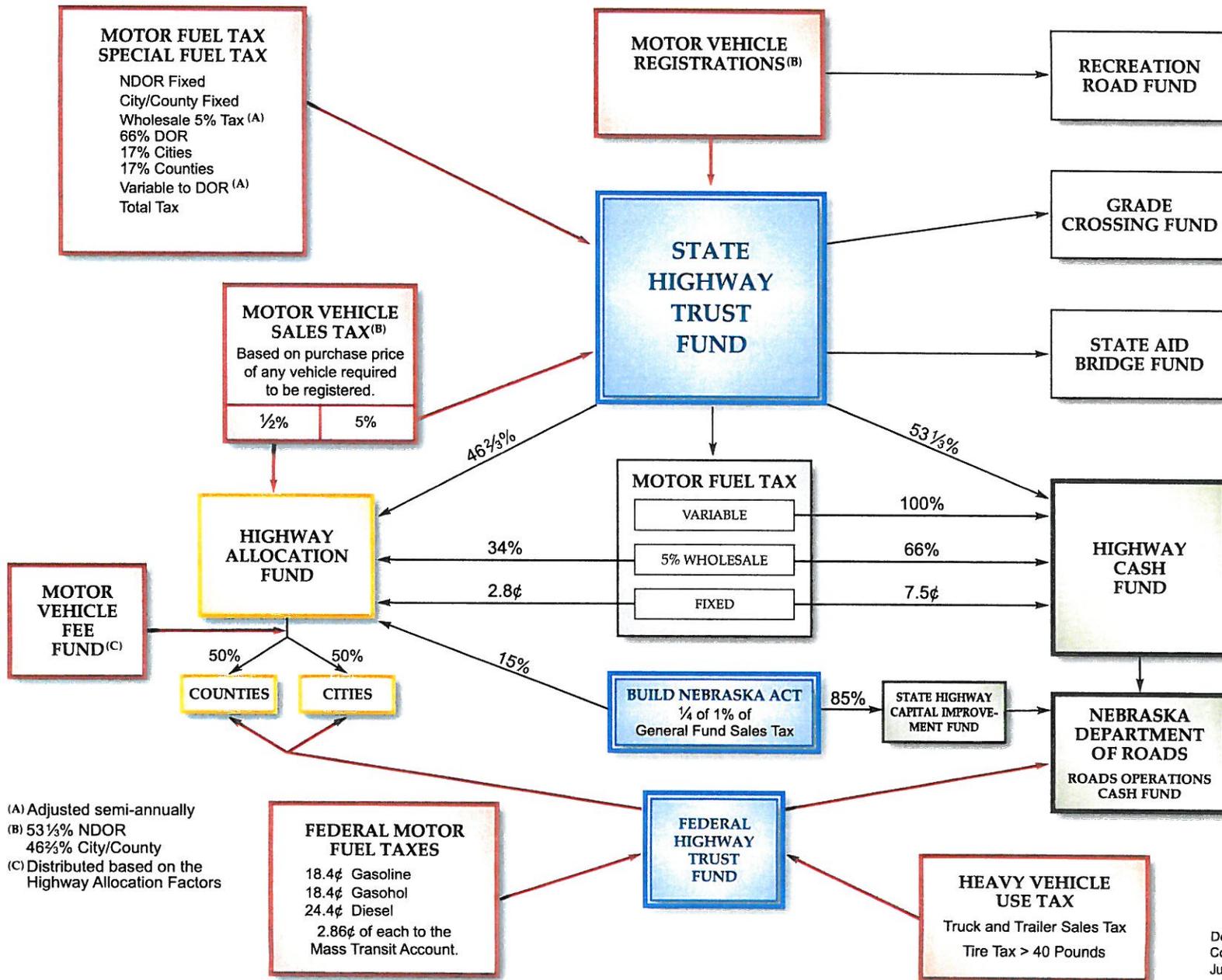
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# Nebraska Transportation Financing



(A) Adjusted semi-annually  
 (B) 53 1/3% NDOR  
 46 2/3% City/County  
 (C) Distributed based on the Highway Allocation Factors

From: Miki Esposito, Director  
Public Works & Utilities

Date: September 29, 2016

Re: Nebraska Transportation Legislation – in a Nutshell

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## **LB 846 (2008) – 5% Excise Tax**

Imposes a 5% excise tax on motor fuels based on the average wholesale price of gasoline (adjusted twice a year in April and November based on the average price over the past 6 months) paid on the number of gallons sold. NDOR receives 66% of the wholesale tax revenue; Cities and counties share 34% of the revenue via the Highway Allocation Fund formula. LB 846 reduced the fixed portion of the gas tax (at 10.5 cents) by eight cents to off-set some of the wholesale tax's additional revenue.

The wholesale price of gas as well as total gallons sold affect this revenue.

## **LB 84 (2011) – the Build Nebraska Act (BNA)**

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 (for Cities and Counties).

NDOR receives a total of \$1.2 billion from the BNA. \$600M in projects are already funded and underway as part of Phase 1, including the South Beltway (\$160M NDOR dollars/\$40M City/RTSD dollars). NDOR recently announced \$300M worth of BNA Phase 2 projects.

Lincoln receives approximately \$800,000 - \$900,000 annually from LB 84 sales tax revenue. The bill will sunset in 2033.

## **LB 610 (2015) – Gas Tax Increase**

Bill to increase the 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 in 2019, the total fixed rate motor fuels tax will be 16.3 cents per gallon. The Nebraska gas tax of 25.6 cents per gallon hadn't been raised since 2008. Lincoln's Allocation of 610 dollars:

- 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

### LB 960 – the Transportation Innovation Act

This Act created a transportation infrastructure bank and several new programs to accelerate state and local roads projects. A \$50 million transfer from the State's Cash Reserve Fund and an earmark of new fuel tax revenue resulting from LB 610 (2015) will fund the transportation infrastructure bank. In total, the Act allocates over \$450 million to projects prioritized by the Nebraska Department of Roads between July 1, 2016, through June 30, 2033.

LB 960 also authorizes the Department of Roads to solicit and execute design-build contracts and construction manager-general contractor contracts to accelerate completion of priority roads projects. The Department of Roads estimates having authority for design-build contracts will result in an acceleration of larger roads projects by two to four years.

LB 960 grants the Department of Roads broad authority in developing the following new programs to accelerate roads projects:

- **Accelerated State Highway Capital Improvement Program** provides funds to accelerate capital improvement projects, which may include the development of the expressway system, federally designated high priority corridors, and needs driven capacity improvements. This program terminates on June 30, 2033.
- **County Bridge Match Program** provides up to \$40 million in additional funding to accelerate the repair and replacement of county bridges. This program terminates on June 30, 2023.
- **Economic Opportunity Program** provides up to \$20 million to finance transportation improvement projects to attract, support, and expand business development in Nebraska. The Department of Roads, in consultation with the Department of Economic Development, may target roads projects as well as rail, port, or other transit systems. This program terminates on June 30, 2033.

The Department of Roads is responsible for developing the structure of the programs, project eligibility, requirements for matching funds, and other requirements.



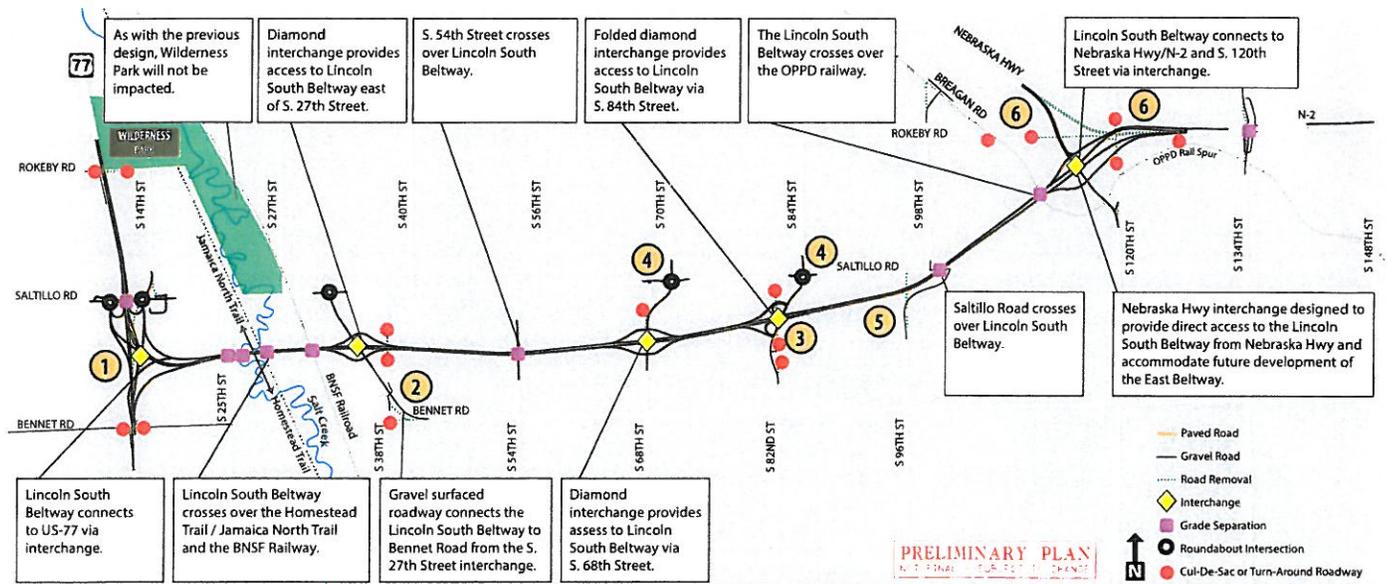
# LINCOLN SOUTH BELTWAY PUBLIC INFORMATION FACT SHEET

Environmental Assessment & Preliminary Engineering

DPU-LIN-2-6(120), CN 12578D

## CORRIDOR ALIGNMENT

The figure below represents the current alignment of the Lincoln South Beltway. It includes four, 12-foot lanes, 12-foot paved outside shoulders and a 54-foot wide median. Key features have been noted. This is a preliminary plan that is still being refined through the design process. It is subject to change based on social, economic and environmental reviews.



## Key modifications or changes since the previous design presented in June 2013.

- 1 The West System Interchange has been modified based on design speed and traffic projections. Changes have resulted in improved mainline and ramp design speeds.
- 2 The Bennet Road connector has an updated design providing a better connection and direct access.
- 3 The interchange at S. 84th Street has been modified to reduce impacts to environmental resources.
- 4 New, single-lane roundabout intersections have been added along Saltillo Road, east of S. 27th Street.
- 5 Eliminated freeway bridges over undercrossing driveway.
- 6 Cul-de-sacs, or turn-around locations, have changed at the East System Interchange. New cul-de-sac locations are at S. 120th Street north of the interchange and at Rokeby Road, east of Breagan Road.



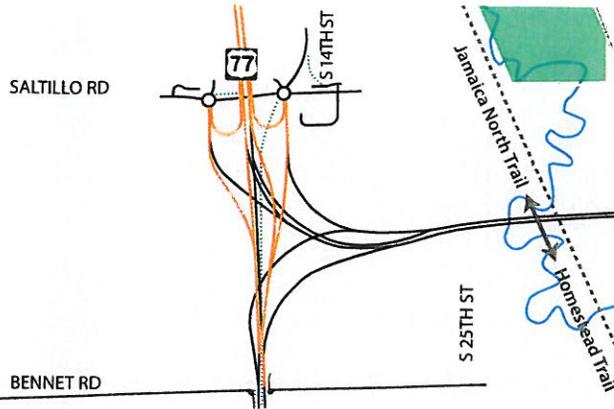
# PUBLIC INFORMATION FACT SHEET

Environmental Assessment & Preliminary Engineering

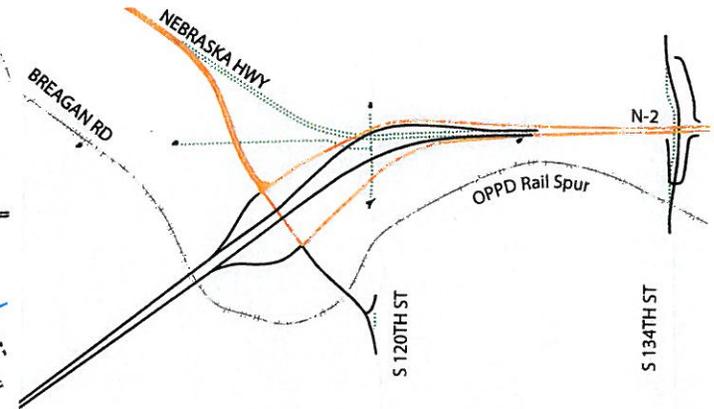
## BICYCLE CONNECTIVITY

Bicycle connectivity will be accommodated through the Highway 77 and N-2 system interchanges. See the maps below for details. The City of Lincoln and NDOR are coordinating to identify opportunities to accommodate planned trails in south Lincoln.

### WEST INTERCHANGE



### EAST INTERCHANGE

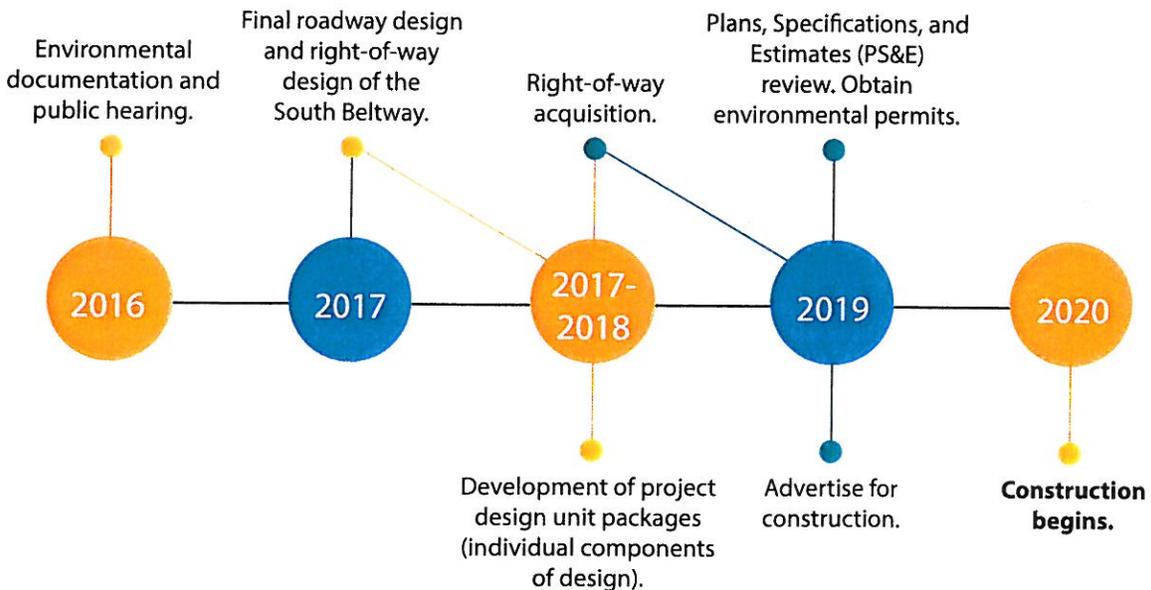


**PRELIMINARY PLAN**  
NOT FINAL - SUBJECT TO CHANGE

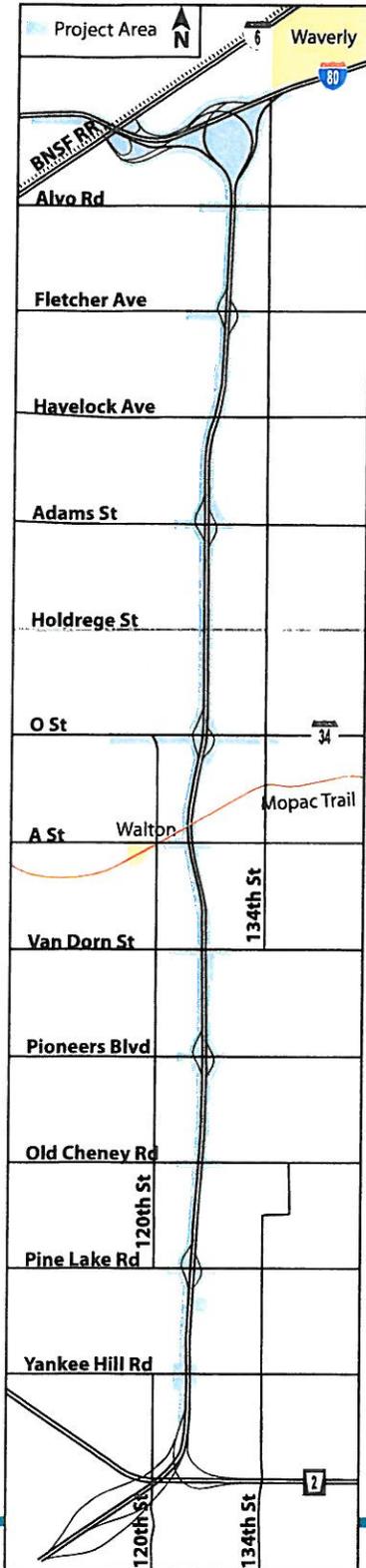
- Paved Road
- Bicycle Access Across the South Beltway
- Road Removal
- Cul-de-sac



## NEXT STEPS



Visit [www.roads.nebraska.gov](http://www.roads.nebraska.gov) and click on the **Subscribe** button to sign up for email notifications on topics of interest.



### Project Overview

The Lincoln East Beltway is a proposed four-lane divided freeway on the east fringe of the Lincoln metropolitan area. The alignment extends from Nebraska Highway 2 (N-2) at South 120th Street on the south to existing Interstate 80 near the Waverly Interchange on the north, spanning about 13 miles. System interchanges are planned with the South Beltway, Nebraska Highway 2 and Business Highway 2 on the south end and Interstate 80 on the north end.

Service interchanges for the East Beltway will be at Pine Lake Road, Pioneers Boulevard, "O" Street (US Highway 34), Adams Street, and Fletcher Avenue. Grade separations are proposed at Yankee Hill Road, Old Cheney Road, Van Dorn Street, "A" Street, MoPac Trail, Holdrege Street, Havelock Avenue, and Alvo Road.

### Term Definitions:

**SYSTEM INTERCHANGE** - An interchange providing access from one freeway to another.

**SERVICE INTERCHANGE** - An interchange providing access from the freeway to a city or county road.

**GRADE SEPARATIONS** - A crossing of two highways or a highway and a railroad, at different levels. The bridge that spans highways or railroad tracks (as in an overpass) is a grade separation structure.

### Beltway General Information:

- Located between 120th and 134th Streets
- Estimated total project cost including construction, right-of-way and engineering: \$180 million (2008 dollars)
- Corridor protection is typically 300 feet left and right of Beltway center line, and 200 feet left and right of county road center lines.
- Service interchanges are designed to allow for future loop ramps.
- Approximately 830 acres of right-of-way will be needed.
- Approximately thirteen miles in length.

### What Has Changed Since Last Time?

The original corridor protection plans spanned a much larger area. With further design and refinement the corridor protection will be narrowed significantly in most areas.



## Frequently Asked Questions

### *What are corridor protection plans?*

These are plans that show the approximate layout of the proposed east beltway and the proposed property that is affected by the plans. These plans are used by officials to protect the corridor from development or construction that may be costly to remove later.

### *Does corridor protection prevent me from selling my property?*

There are no restrictions on selling your property. If you plan to sell your property, please consult with a Realtor or attorney regarding any requirements for disclosure of the corridor protection.

### *Does corridor protection prevent me from developing my property?*

Not necessarily. Areas outside the corridor may be developed in accordance with the zoning regulations and ordinances. Areas within the corridor protection zone may be developed in accordance with all other applicable codes, ordinances, and laws if the City and County determines there is minimal conflict with the proposed East Beltway improvements.

### *When will the proposed right of way be purchased?*

Except for property purchased due to conflict with corridor protection, right-of-way for the proposed East Beltway will not be purchased until additional funding becomes available. At this time, it is not known when that may occur.

### *Why is access control needed?*

Access control is the regulation of public access rights to and from properties abutting the roadway facilities. The principal advantages of controlling access are the preservation and improvement of service and safety. Any access located within a ¼ mile of the ramp terminals will be relocated to the ¼ mile distance when the Beltway is built and will maintain full access. At some future point when traffic volumes warrant, the roadway may be widened to an urban section (curb, gutter and storm sewer, rather than shoulders and ditches) and access further restricted consistent with appropriate design standards.

### *Where can I plant trees if I am impacted by the beltway?*

Landowners may plant trees on property as they wish, but are recommended to stay outside of the corridor protection zone. Planting within this zone may have the potential of being disturbed by more detailed design of project or by construction.

### *When will the proposed East Beltway be constructed?*

The proposed East Beltway will not be constructed until additional funding becomes available. At this time, we do not know when that may occur.

### *What happens if there is a conflict between proposed development and the proposed East Beltway Corridor?*

In accordance with State law, the below procedure is followed:

1. Property owner files a subdivision plat or building permit application with City and County officials.
2. City and County engineering staff will review the permit application to determine if a conflict exists. The City and County engineering staff have 60 days to perform their review from the time they are notified of the applications.
3. Within the 60 day period, the City and County may, if they wish, issue a statement of intent to negotiate with the owner of the land involved. Upon the filing of the statement of intent, the City and County are allowed six months for negotiations with the landowner.
4. At the end of the six-month period, if the right of way is not being acquired, and if the landowner has not withdrawn the request for review of a subdivision plat or building permit application, the review of the preliminary subdivision plat or building permit application may proceed if it meets all other applicable codes, ordinances and laws.

### *Will there be more opportunities to comment on the design and location of the east beltway?*

These plans are preliminary and are used only to better define a corridor for right-of-way protection. More details in design are needed before plans are final; therefore, more opportunities will exist for comments.

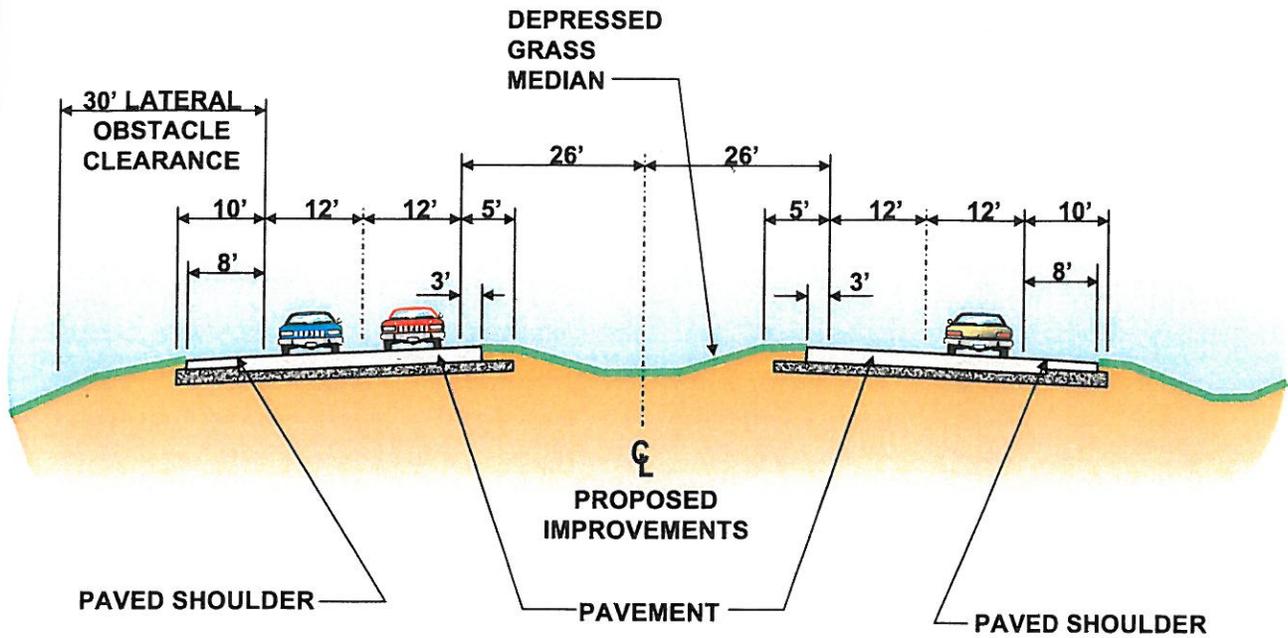
### *Why are the interchanges so large?*

During the EIS stages of the study, a tight diamond interchange was used to locate where interchanges would be constructed. In this preliminary design stage, traffic operations and capacity, future expansion, and consistency with other area interchanges for driver expectancy were taken into consideration and resulted in a larger footprint for the interchanges.

### *What are the next steps of the project?*

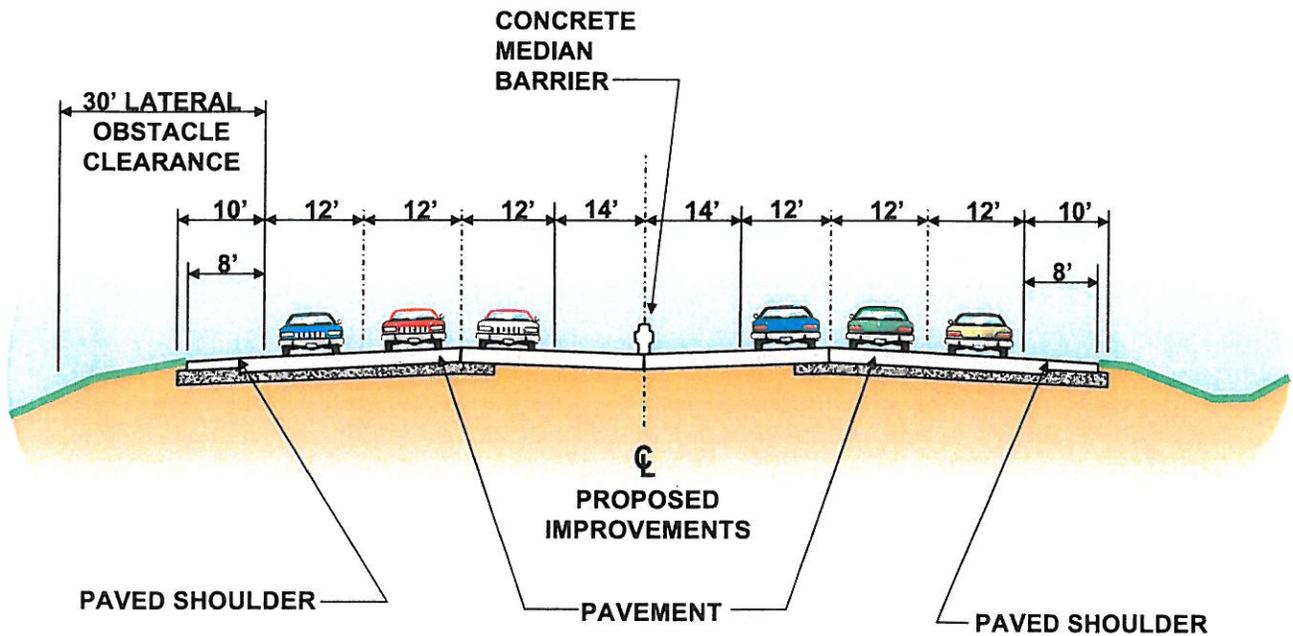
There is currently no funding identified to proceed further with the East Beltway project and therefore a schedule has not been established. As funding becomes available, construction design plans and final right-of-way plans will be developed followed by right-of-way acquisition and ultimately construction of the East Beltway.

**Typical Section: Main Line Beltway, 4-lane**



**Typical Section: Future Main Line Beltway, 6-lane**

*If 6-lanes are needed in the future, they will be able to be added within the right of way.*



## History of the East Beltway Studies and EIS Process: Key Milestones

As early as 1961, the City of Lincoln's planning process recognized the need for a circumferential roadway around the community. In 1971, a comprehensive study was undertaken to find the eastern link for that system. Then, in 1995, the need was again studied, and the planning process has been underway since then.

The most current Studies included preparation of an Environmental Impact Statement (EIS) to satisfy requirements of the National Environmental Policy Act (NEPA). For that reason, as well as the need to coordinate with various experts in this type of project, the Studies included a wide variety of public agencies at local, state, and federal levels. An Inter-Agency Scoping Meeting was held on October 11, 1995, to assure that all regulatory issues would be included in the project.

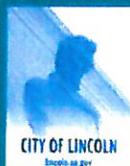
The Studies were managed by the City of Lincoln, which had entered into a financial partnership with Lancaster County and the Nebraska Department of Roads. The Federal Highway Administration was an advisory partner in all aspects of the project. The Studies were originally intended to be complete by the end of 1998, but because of intense public interest, they were not completed until the summer of 2002.

Public input to the planning process began in late 1995, with the development and display of a wide variety of alternatives, including not building any roadway. Three advisory committees were formed to participate in the development of alternatives: The Citizens Advisory Committee, The Technical Advisory Committee, and The Management Committee. Over the course of the studies phase, there were over 275 meetings held. These included advertised public meetings, group meetings, and landowner meetings. The scope of work was often expanded to incorporate additional investigations requested by elected officials, reviewing agencies, and the public.

Key Public Information Meetings were held on November 2, 1995; April 18, 1996; June 19, 1997; March 27, 2001; and February 12, 2002. All meetings were preceded by public newsletters, which discussed background information, study purposes, general options for consideration, public participation processes, and study committee information. In addition, there were 16 public meetings held by local government, including the Lincoln City Council, the Lancaster County Board, and the Supercommons Board. Media coverage included 25 news articles in the Lincoln Journal Star plus intermittent articles in the Waverly News and the Hickman Village Voice. Lincoln area television stations, Channels 10-11 (CBS) and Channel 8 (ABC) provided coverage at most public meetings. Also, radio stations KFOR and KLIN conducted numerous interviews with the study team.

A Public Hearing was held on April 23-24, 2001 for the purpose of receiving oral testimony on the Draft Environmental Impact Statement (DEIS). Morning, afternoon, and evening sessions were available over those two days for interested members of the public to testify. Notices of the hearing were mailed to approximately 1,100 citizens that were presumed to have an interest in the Study. A total of 162 persons signed in for the Hearing and another 100 persons were estimated to be in attendance, but did not sign in. Oral testimony was received from 49 individuals. Written comments were received from 108 persons and 23 public agencies.

Following another year of additional studies, the Final Environmental Impact Statement was mailed for approval. It was signed as approved by the City of Lincoln, Lancaster County, the Nebraska Department of Roads, and the Federal Highway Administration, in June of 2002. In August of 2002, the Lincoln-Lancaster County Planning Commission, the Lincoln City Council, and the Lancaster County Board of Commissioners held hearings and thereafter adopted the South and East Beltway Plans into the Lincoln-Lancaster County Comprehensive Plan.



### Project Contact:

Chad Blahak  
City of Lincoln  
Engineering Services Department  
402.441.7711



Fast Facts  
RUTS  
September 29, 2016

**Contact:** Roger Figard (402) 525-5620

**Purpose:**

Establish right-of-way and construction standards to transition County roads from rural to urban standards. To provide better transition between city streets located within the city and county roads located within the three mile zoning jurisdiction of the City in order to get a more useful life out of the public investment in these county roads while at the same time accommodating future growth of the city. RUTS Agreement A-83763

**Conditions in the Agreement**

**A. Right-of-way Standards:**

- i. Standard width- 120 feet expanding to 130 feet at intersections.  
Plus needed easements (Temporary and Permanent)
- ii. Location- Right-of-way will generally be acquired evenly on both sides of the existing centerline; except where project specific considerations necessitate more or less right-of-way on one side to preserve existing houses, tree masses etc. At major intersections the right-of-way of 130 feet will be 70 feet approaching and 60 feet departing the intersection.
- iii. Financing - The County will pay for all rights-of-way or easements acquired under this agreement.
- iv. Title- All land acquired shall be held in the name of the County for public right-of-way, until annexed by the City.

**B. Design and Construction Standards (\*See Appendix, attached hereto and incorporated by this reference):**

- i. Grading- The county road and right-of-way shall be graded as near as practical to the typical section approved by the City and County in this agreement.
- ii. The County Road Design shall be engineered to meet our City Urban Design Standards profile, grade, drainage, hydrology and flood standards.
- iii. Paving Construction- Pavement shall be shifted 12 feet plus or minus to one side or the other from the centerline to accommodate two lanes minimum 24 feet) of rural paving- in Exhibit A, Phase I, See Figure 1, attached hereto and incorporated by this reference.
- iv. Financing- The County shall pay for the design and construction cost for grading the road (as near as practical) to its full width, installing urban culverts and rural paving.

**Issues:**

- Purpose and why we have the agreement is still valid.
- County Engineer has concerns about ability to maintain a wider graded ROW and keep aggregate surfacing in place.
- City has revised (reduced) its proposed roadway cross-section (on the edge of the City) to a sub-urban section with one lane in each direction. This requires rethinking the current RUTS paving requirement 1.B.iii of offsetting the initial county paving 12 feet from centerline.
- County never funded the agreement

**Direction; Suggestions:**

County Engineer's office and City Engineer's office need to review existing agreement and recommend changes to the below listed existing sections in the agreement:

1.B.i Grading

1.B.iii Paving Construction

At this time I have no way of measuring any cost impacts of these changes to the County or the City.



## Fast Facts Lancaster County Events Center Road Improvements at 84<sup>th</sup> & Havelock September 29, 2016

**Contact:** Roger Figard (402) 525-5620

### **Facts:**

In 2008, approximately 160 acres of property near 84<sup>th</sup> & Havelock were annexed and given a change of zoning from Agricultural to Commercial for a portion of the property. This approval was based on a number of conditions to be done by the applicant to include infrastructure improvements to water, wastewater and streets. The street improvements were never completed. Over the past five to six years, the Lancaster County Agricultural Society, Lancaster County Event Center and the Lancaster County Commissioners have repeatedly asked the City of Lincoln to complete the conditioned street improvements identified in the MOU, Resolution A-84995.

### **Practice:**

Transportation improvements in Lincoln are primarily accomplished through two very different processes.

The first is Lincoln's very well documented Long Range Transportation Planning (LRTP) process and Capital Improvement Program (CIP). On a regular bases, usually in conjunction with the budget cycle. Lincoln's transportation needs and projects are evaluated, prioritized and implemented based on many factors, including a lot of public process.

The City's CIP did not and currently does not identify a project or funding for Havelock Avenue and its intersection with 84<sup>th</sup> Street. Therefore, the City does not have any real ability to assist the County. Estimated costs to do a project that would meet City standards is \$2.0 million.

The second way improvements are initiated is through a significant land use change, rezoning, annexation or new business/project. When this occurs it is a goal to maximize use of the existing infrastructure and/or have the developer pay and install the minimum necessary improvements to handle the traffic needs generated by the development. That was the case on the roadway improvements shown in the 2008 MOU, which used the existing road profile and added grading for wider turn lanes. The estimated cost of this work is just under \$1.0 million.

Without delaying another approved City CIP project and not following our Transportation planning process, the City has no fair or authorized way to help build the County required improvements.



PUBLIC WORKS & UTILITIES DEPARTMENT  
555 South 10th Street Suite 208 Lincoln, NE 68508  
lincoln.ne.gov

July 16, 2014

Alan Wood, Legal Counsel  
Lancaster County Agricultural Society  
PO Box 29167  
Lincoln, NE 68529

Amy Dickerson, Director  
Lancaster County Event Center  
PO Box 29167  
Lincoln, NE 68529

Re: Infrastructure Improvements near the Lancaster County Event Center, 84<sup>th</sup> & Havelock

Dear Alan and Amy,

Over the last several months, the Lancaster County Event Center and the Lancaster County Agricultural Society have had conversations with various City and County entities with regard to your request for the City to pay for certain infrastructure improvements in and around the vicinity of 84<sup>th</sup> and Havelock. These improvements include water main, sanitary sewer, road paving and turn lanes on Havelock Ave and 84<sup>th</sup> Street and were conditions of the original 2000 Annexation Agreement and subsequent 2008 Memorandum of Understanding.

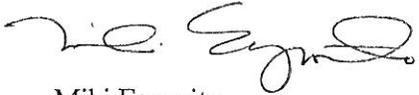
While the Administration, Public Works and Planning are sympathetic to the circumstances, these documents state that the improvement costs are the responsibility of the property owner and developer. Unfortunately, dollars for needed infrastructure are in short supply and the City does not have additional resources to carry the cost of these improvements. If we agreed to fund them, we'd have to reduce, replace or delay a different project in the Capital Improvement Program, which the community expects us to deliver. While we understand your hope that these improvements will attract a hotel or other development in the area, if that hope is not realized, the City would have tied up limited resources that are sorely needed in many areas of Lincoln. Therefore, the City cannot offer to fund these improvements.

In addition, the review of the information brought to light certain conditions of the Annexation Agreement that have not been met. The Lancaster County Agricultural Society agreed to reimburse the City a connection fee for the cost to construct sewer A and B in Regent Heights. The contribution of \$65,092.20 has never been received by the City for reimbursement to the developers of sewers A and B, and we must collect the dollars owed.

With all that said, the Department does stand ready to follow through with the commitments of the Annexation Agreement and Memorandum of Understanding if development begins to occur. The Mayor is also willing to consider the use of TIF financing with the Agricultural Society and Event Center should development occur in this area, which could help recover some of the infrastructure costs.

Should you have any additional questions, please feel free to contact me at (402) 441-7566 or Roger Figard at 402-441-7711.

Sincerely,

A handwritten signature in black ink, appearing to read "M. Esposito". The signature is fluid and cursive, with a large initial "M" and a long, sweeping underline.

Miki Esposito  
Public Works & Utilities Director

Cc: Mayor Beutler  
Rick Peo  
Marvin Krout  
Pam Dingman  
Roger Figard

*84<sup>th</sup> & Havelock Intersection  
Update for County Staff public meeting*

November 3, 2016

Amy Dickerson, Managing Director

402.441.6545

[adickerson@lancastereventcenter.org](mailto:adickerson@lancastereventcenter.org)



84<sup>th</sup> Street

Havelock Ave.



**Lancaster**  
EVENT CENTER

- Opened 2001—in 15<sup>th</sup> year
- Built in 2 phases: now 400K square feet across 7 major buildings
- 160 acres with 5000+ parking
- Home of Lancaster County Super Fair
- Unique, affordable, easy-to-access home for over 300+ events annually

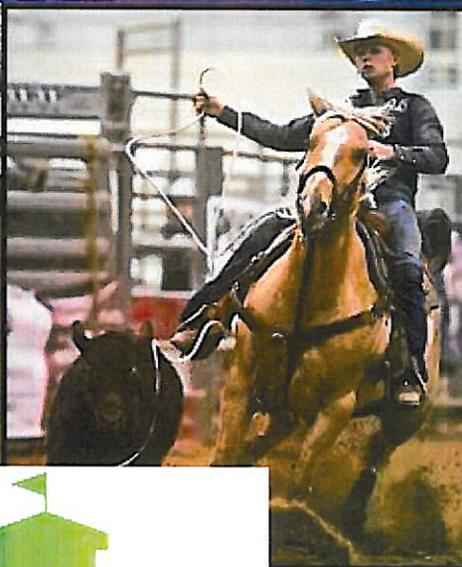


LANCASTER COUNTY  
**Super Fair**



UNIVERSITY OF  
**Nebraska**  
Lincoln

Photo by E. Peterson  
Lancaster County 4-H  
<http://lancaster.unl.edu>



# Lancaster EVENT CENTER



# Over 300 shows per year



LEC Show Attendance				
	Event Days	Total Attendance	Estimated % attendees outside Lincoln	# visitors bring to Lincoln
<b>Trade Shows</b>				
Nebraska Power Farming (3 days)	3	18,000	80%	14,400
Nebraska Home Builders' Show (3 days)	3	17,000	25%	4,250
Lawn and Leisure Show (3 days)	3	12,000	10%	1,200
Boat, Sport & Travel Show (3 days)	3	12,000	20%	2,400
Other Trade Shows	63	99,000	15%	14,850
Mother of All Garage Sales	1	4,000	5%	200
<b>Spectator Events</b>				
Sesostris Shrine Circus (5 days, 10 shows)	10	22,000	5%	1,100
Extreme Bull Ride (2 days)	2	5,000	20%	1,000
UNL Rodeo (2 days)	2	5,000	20%	1,000
Tractor Pull (3 days)	3	7,500	20%	1,500
<b>Motorsports Events</b>				
ABATE Motorcycle Show (3 days)	3	6,000	20%	1,200
Car Swap Meet (1 day)	1	18,000	50%	9,000
<b>Animal Events</b>				
Bonus Race Finals	4	2,500	98%	2,450
All Other Horse Shows	129	58,000	90%	52,200
County Fair	10	140,000	15%	21,000
Misc. Other Shows (youth, community, sporting, receptions)	279	74,000	10%	7,400
<b>TOTAL</b>	<b>519</b>	<b>500,000</b>		<b>135,150</b>
Estimate based on event surveys as of 2015				

# Current LEC shows growing

- Existing shows are growing/maxed out on capacity
  - Super Fair
    - now at 140K attendees over 10 days
    - 1<sup>st</sup> Saturday this year biggest day ever
  - NE Power Farming Show
    - 80-100 exhibitors on waiting list without trying
  - Regional horse shows
    - growing 25-50%/year due to better arena footing, service, cleanliness
  - Trade Shows 2016
    - several grew attendance 25% e.g. Boat, Sport & Travel, Women's Expo, etc.



# Relaunch driving growth: more regional & national shows



- Finalist for National High School Finals Rodeo
  - \$16M economic impact
  - 1650 contestants from 43 states, 5 Canadian provinces, and Australia
  - 2 of every 6 years, working for multiple rotations
- Proposal: Large Stock Show starting 2017
  - \$10M economic impact
  - 1000 exhibitors from multiple states
- National Horse Shows of various disciplines
  - Bringing people to Lincoln from outside of Nebraska—larger shows growing 25-50%
  - Two of the top 10 largest Quarter Horse shows



# Economic impact

## TODAY

500K visitors/year

400K local

100K out of town

Est. \$50/person  
= \$20M impact

Est. \$125/person  
= \$12.5M impact

27K hotel nights

Est. \$245/person  
= \$6.6M impact

*Conservative estimate  
by LEC based on past  
event surveys, economic  
impact study, market  
study, VPC formula.*

## IN WORKS

New Regional/National shows with 90% attendees to bring more visitors from outside NE to Lincoln such as:

NHSFR Proposal 2020/2021 & every 2 of 6 years \$16M impact/show

Stock Show Proposal 2017/annually \$10M impact/show

# Local tax impact



<b>Sales Tax Collected and Paid by LEC</b>				
	2015/16 Total Sales Taxes	Est. local Lincoln/Lancaster Co portion	City	County
Sales & Use Tax on purchases, LEC-run event ticket sales including Fair (5.5% State, 1.75% City)	\$115,562	\$28,891	\$28,891	
5% Lodging Tax from LEC campsite sales (1% State, 4% County)	\$3,303	\$2,642		\$2,642
2% City Occupation Tax (on prepared food) (City)	\$15,625	\$15,625	\$15,625	
<b>SUB TOTAL PAID BY LEC</b>	<b>\$134,490</b>	<b>\$47,158</b>	<b>\$44,516</b>	<b>\$2,642</b>
<b>Sales Tax Driven by Sales on LEC grounds</b>				
Show ticket sales (5.5% State, 1.75% City)				
Fair carnival & motorsports	\$8,410	\$2,103	\$2,103	
Est. shows' ticket sales	\$58,170	\$14,543	\$14,543	
Show exhibitor sales				
Boat Sport & Travel Show (200 RVs, 100 boats)	\$2,537,500	\$634,375	\$634,375	
Spa sales at various shows (est. 200)	\$72,500	\$18,125	\$18,125	
Ritchie Bros auction	\$104,000	\$26,000	\$26,000	
Numerous other shows & exhibitors would have to be surveyed (conservative estimate)	\$1,000,000	\$250,000	\$250,000	
Est. Lodging Tax driven by LEC visitors (1% State, 4% County) on estimated 27,000 hotel rooms nights annually	\$136,750	\$109,400		\$109,400
<b>SUB TOTAL PAID BY SHOWS</b>	<b>\$3,917,330</b>	<b>\$1,054,545</b>	<b>\$945,145</b>	<b>\$109,400</b>
<b>TOTAL SALES/LODGING/OCCUPATION TAXES ESTIMATED IMPACT</b>	<b>\$4,051,821</b>	<b>\$1,101,703</b>	<b>\$989,661</b>	<b>\$112,042</b>

# 84<sup>th</sup> & Havelock actively managed to avoid major backups & safety issues

- LEC orders LPD officer/cruisers to manage traffic light for:
  - NE Power Farming Show: 3 days
  - Lancaster County Super Fair: 7 days
- LEC works with Public Works to adjust traffic light timing for peak entry/exit 44 days each year or 25% of weekends
  - County Fair (10 days)
  - Car Swap Meet (1 day)
  - Nebraska Power Farming (3 days)
  - Nebraska Home Builders' Show (3 days)
  - the Lawn and Leisure show (3 days)
  - Boat, Sport & Travel Show (3 days)
  - Sesostriis Shrine Circus (5 days, 10 shows)
  - Extreme Bull Ride (2 days)
  - Eagle Raceway banquet (1 day)
  - SCCA (Sports Car Club of America) banquets (3 days)
  - UNL Rodeo (2 days)
  - ABATE Motorcycle Show (3 days)
- LEC has made major investment in parking staff & traffic control equipment on grounds—only part of which reimbursed by shows
  - e.g. forcing cars to exit from 84th entrance to U-turn at Havelock
- Issues remain:
  - Complaints from public on wait times
  - Safety issues with drivers getting impatient
  - Believe suppresses attendance as public sees hassle to get in/out
  - Large vehicles can't safely make corner
  - Driving traffic onto nearby county roads e.g. 98<sup>th</sup> Street
  - Will see more issues with larger shows interested in coming to LEC



Antonio Marino reviewed Lancaster Event Center — 4.4

December 18, 2015

Is a great place for most every event. But I always hate getting out of there during popular events. Options are trying to cross 84th with no light, or waiting for the light and traffic with only 1 lane. The light intersection should have been wider years ago. Many years ago.



Approx. \$1M cost  
as last scoped

84th Street/Havelock Avenue  
PRELIMINARY CONSTRUCTION COST

11/2/2016

Revised Preliminary Cost Estimate

**REGA**  
ENGINEERING  
GROUP, INC.

Description of intersection  
improvement from last MOU

Havelock Avenue east of 84th Street –

- a) Construction of a 200-foot eastbound to southbound right turn lane at all driveway intersections;
- b) Construction to widen Havelock Avenue to provide for a center turn lane from 84th Street to a maximum of 150 feet east of the farthest east driveway;

84th and Havelock Avenue –

- c) Construction of a 250-foot northbound to eastbound right turn lane;
- d) Construction of additional storage at the existing 200-foot eastbound to southbound right turn lane to a length to be determined by the Department of Public Works and Utilities but not to exceed a total length of 350 feet;
- e) Construction of a 200-foot westbound to northbound right turn lane.

No.	Description	Unit	TOTAL QUANTITY	UNIT PRICE	TOTAL PRICE
1	8" Pavement	SY	4,937	\$44.00	\$217,228.00
2	Milling Asphalt Pavement	SY	3,860	\$3.30	\$12,738.00
3	Asphalt Concrete Surface Course	Ton	410	\$82.50	\$33,825.00
4	Concrete Curb Removal	CY	27	\$44.00	\$1,188.00
5	Pavement Marking Left Arrow	EA	3	\$110.00	\$330.00
6	Paint Striping	LF	5,084	\$2.20	\$11,184.80
7	Sawing Pavement TYPE B	LF	560	\$6.00	\$3,360.00
8	Seeding	ACRE	1.63	\$5,500.00	\$8,965.00
9	Relocate Traffic Light	LS	1	\$38,500.00	\$38,500.00
10	Grading	CY	8,028	\$13.20	\$105,969.60
11	16" Water Main	LF	1,475	\$66.00	\$97,350.00
12	Fire Hydrant	EA	4	\$3,000.00	\$12,000.00
13	24" R.C.P. Storm Sewer Class III	LF	58	\$77.00	\$4,466.00
14	36" R.C.P. Storm Sewer Class III	LF	58	\$145.00	\$8,410.00
15	72" Inlets Type A-2 (complete)	EA	4	\$3,000.00	\$12,000.00
16	Remove Culvert Pipe	LF	89	\$22.00	\$1,958.00
17	Remove Curb Inlet	EA	1	\$550.00	\$550.00
18	Pavement Removal	CY	260	\$33.00	\$8,580.00
19	8" PVC Sanitary Sewer	LF	2,200	\$32.00	\$70,400.00
20	Sanitary Sewer Manhole	EA	9	\$5,050.00	\$45,450.00
21	Gravel Surface Course	Ton	84	\$27.50	\$2,310.00
<b>Sub-Total</b>				<b>\$696,762.40</b>	
18	10% Engineering Costs	LS	1	\$69,676.24	\$69,676.24
19	5% Construction Administration	LS	1	\$34,838.12	\$34,838.12
20	3% Construction Staking	LS	1	\$20,902.87	\$20,902.87
19	1% Construction Testing	LS	1	\$6,967.62	\$6,967.62
20	14% Contingencies	LS	1	\$97,546.74	\$97,546.74
<b>Total</b>				<b>\$926,693.99</b>	

Miscellaneous Costs					
No.	Description	Unit	TOTAL QUANTITY	UNIT PRICE	TOTAL PRICE
1	Reproduce, Permits and Fees	LS	1	\$10,500.00	\$10,500.00
<b>Miscellaneous Totals</b>				<b>\$10,500.00</b>	



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Tickets



PinewoodBowlTheater.com



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Followers: 14,566



@PinewoodBowl  
Followers: 1,215



@PinewoodBowlTheater  
Followers: 691

## JULY 2012 - SEPTEMBER 2015

### 2012

Counting Crows	7.28.12	
Train	8.2.12	SOLD OUT
My Morning Jacket	8.7.12	
Crosby, Stills & Nash	8.8.12	
B.B. King	8.16.12	
Mumford & Sons	8.20.12	SOLD OUT

### 2013

STYX/REO Speedwagon/Ted Nugent	5.11.13	
Alice in Chains	5.24.13	SOLD OUT
Lumineers	5.30.13	SOLD OUT
Widespread Panic	6.21.13	

### 2014

Ben Folds	6.7.14	
Ray Lamontagne	6.20.14	
Widespread Panic	6.24.14	
Sara Bareilles	8.1.14	
Lynyrd Skynyrd	8.2.14	
Boston/The Doobie Brothers	8.8.14	SOLD OUT
The Moody Blues	8.25.14	

### 2015

Lindsey Stirling	6.1.15	
Widespread Panic	6.23.15	
Jim Gaffigan	7.31.15	SOLD OUT
Styx & Loverboy	8.19.15	
A Prairie Home Companion	8.21.15	
Hozier & Nate Ruess	9.11.15	
ZZ Top	9.25.15	

## BY THE NUMBERS

Total tickets sold from 2012 to date:  
124,691 tickets

Total tickets sales from 2012 to date:  
\$7,204,265

Sellout capacity range:  
4,218 reserved / 5,500 GA

Highest single gross:  
\$360,722 (Paul Simon)

Highest tickets sold:  
5,500 tickets (Mumford & Sons/Twenty One Pilots)

## 2016 CONCERT SEASON

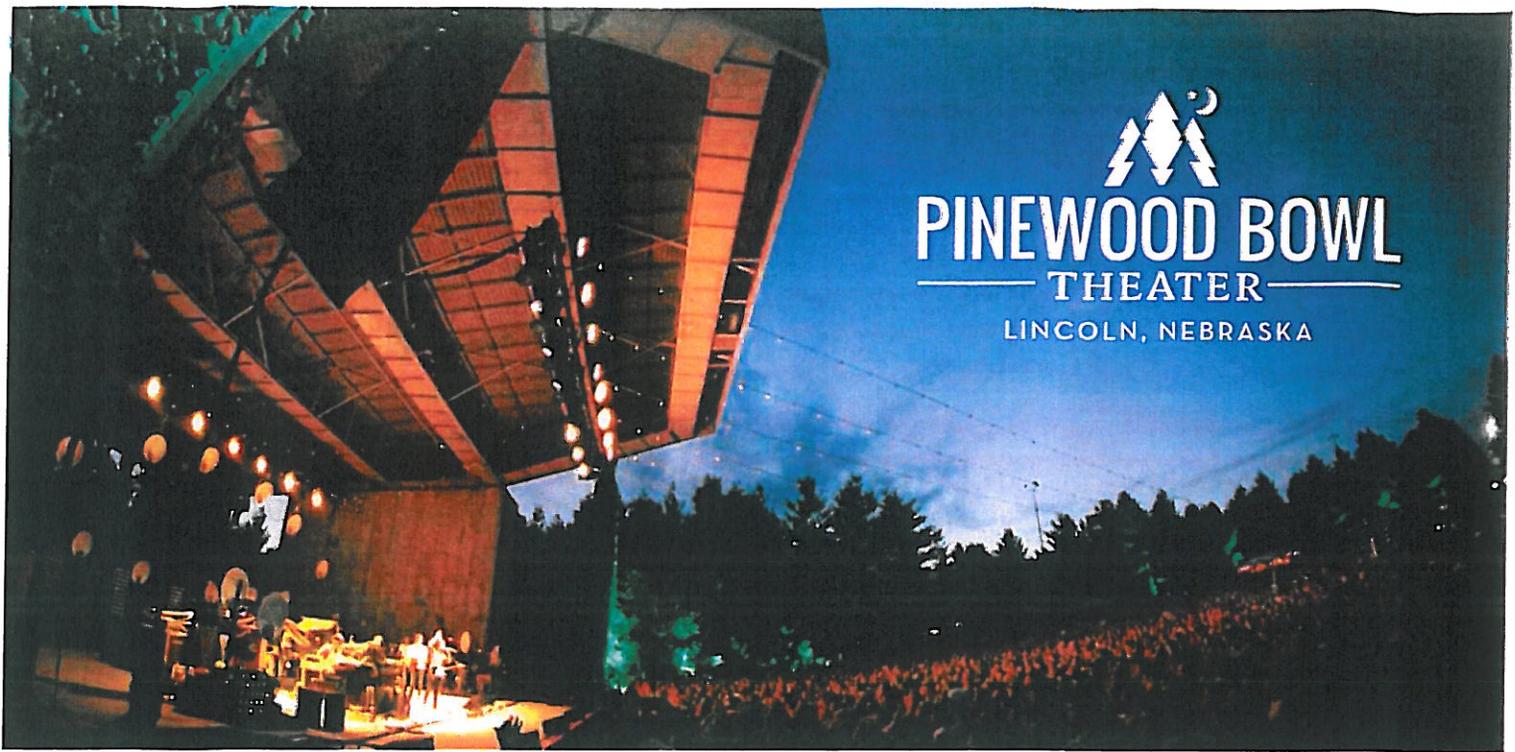
Paul Simon	SOLD OUT	5.19.16
Bob Dylan		6.22.16
Ringo Starr & His All Starr Band		6.25.16
Twenty One Pilots	SOLD OUT	7.28.16
Alabama	SOLD OUT	8.4.16
Chicago		8.9.16
"Weird Al" Yankovic		8.10.16
The Beach Boys & The Temptations	SOLD OUT	8.11.16
Bonnie Raitt		9.6.16
Steve Martin and Martin Short	SOLD OUT	9.25.16



To view PWB photos, visit [bit.ly/PWBPhotos](http://bit.ly/PWBPhotos)



SAVOR...



  
**PINEWOOD BOWL**  
 THEATER  
 LINCOLN, NEBRASKA

2014-2016 SALES  
**TOP 18 BY MARKET**

2014-2016 SALES  
**TOP 15 BY COUNTY**

Market	Tickets	% Total Tix	Face Value
Lincoln & Hastings-Krny, NE, USA	40,193	59.34%	\$2,111,025.50
Omaha, NE, USA	14,628	21.60%	\$769,893.50
Omaha, IA, USA	1,080	1.59%	\$44,727.00
Los Angeles, CA, USA	651	0.96%	\$41,557.00
Denver, CO, USA	625	0.92%	\$30,524.50
Sioux City, NE, USA	612	0.90%	\$32,285.50
Minneapolis-St. Paul, MN, USA	453	0.67%	\$23,379.00
New York, NY, USA	441	0.65%	\$26,053.50
Des Moines-Ames, IA, USA	438	0.64%	\$24,064.00
Sioux Falls(Mitchell), SD, USA	427	0.63%	\$25,333.50
Kansas City, MO, USA	347	0.51%	\$19,278.50
Kansas City, KS, USA	293	0.43%	\$17,413.50
Topeka, KS, USA	221	0.33%	\$12,763.50
North Platte, NE, USA	219	0.32%	\$10,943.00
Sioux City, IA, USA	208	0.31%	\$9,741.00
Chicago, IL, USA	204	0.30%	\$12,081.50
Cedar Rapids-Wtrlo-lwc&dub, IA, USA	126	0.19%	\$6,921.00
Wichita-Hutchinson Plus, KS, USA	123	0.18%	\$6,846.50

County/ FSA	Tickets	% Total Tix	Face Value
Lancaster, NE, USA	31,909	47.11%	\$1,657,672.00
Douglas, NE, USA	7,053	10.38%	\$492,133.00
Sarpy, NE, USA	2,006	2.95%	\$133,852.50
Seward, NE, USA	690	1.02%	\$45,687.00
Buffalo, NE, USA	612	0.90%	\$44,666.00
Hall, NE, USA	570	0.84%	\$44,486.50
Gage, NE, USA	558	0.82%	\$37,593.50
Platte, NE, USA	540	0.80%	\$36,073.50
Cass, NE, USA	514	0.76%	\$28,341.50
Saunders, NE, USA	485	0.71%	\$24,276.50
Saline, NE, USA	462	0.68%	\$24,403.50
Pottawattamie, IA, USA	446	0.66%	\$22,537.50
York, NE, USA	396	0.58%	\$22,741.50
Adams, NE, USA	390	0.57%	\$21,797.00
Dodge, NE, USA	366	0.54%	\$18,978.50



SAVOR...

# Chicago













**Pinewood Bowl - Proposed Improvements per 2015 Draft Master Plan Update**

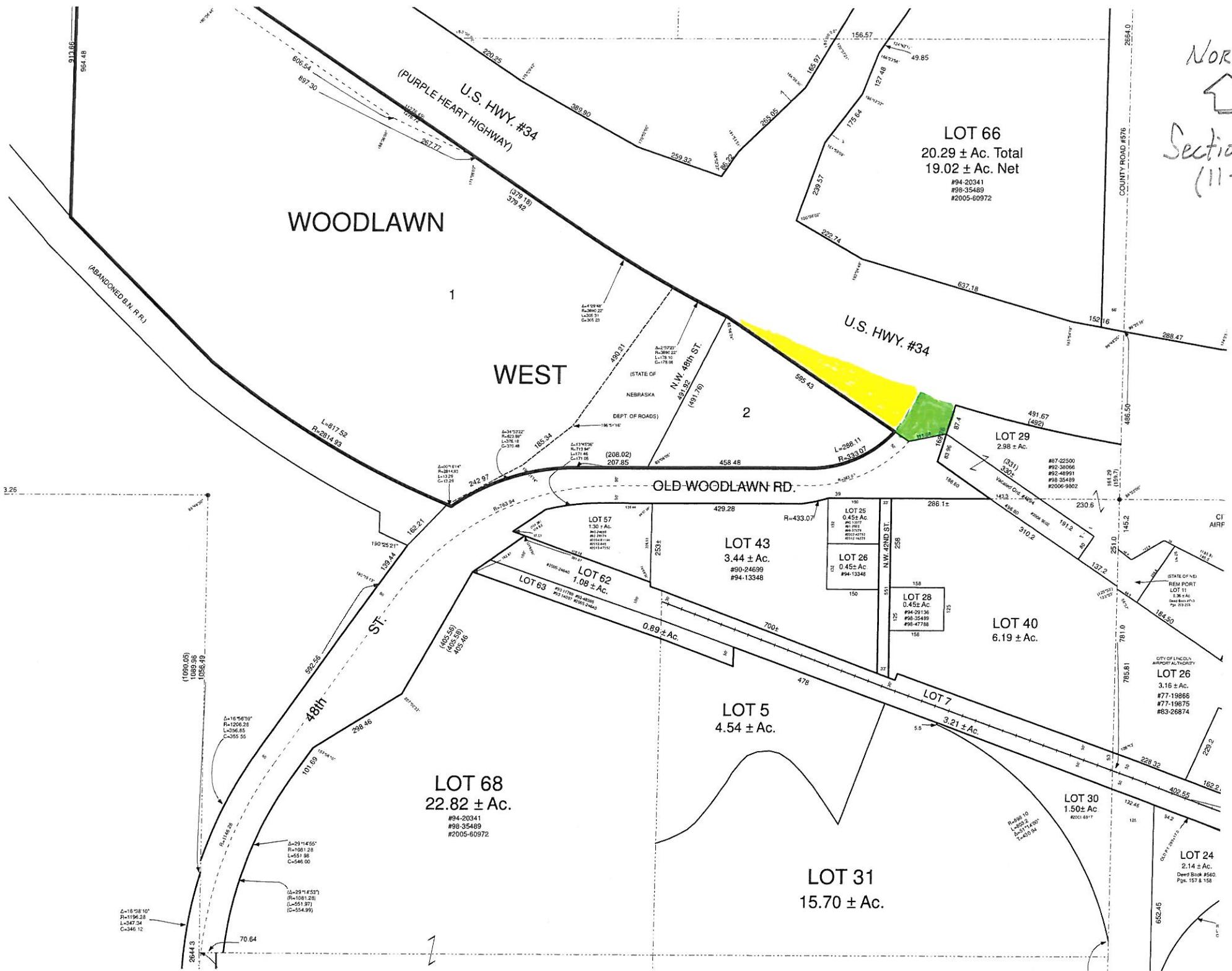
Revised: 11/2/16 (JY, 1-8255)

Item No.	Master Plan Project	Est. Cost
1	Lower Sound Mixing Station	LPR - \$35,000
2	Extend Perimeter Fence and Add Gates	\$65,000
3	Extend Water Service to Portable RR & Conc. Sites	\$20,000
4	Construct New Entry Columns & Fence w/ Lighting	Lincoln Cares - \$10,000
5	Construct New Pedestrian Plaza & Entry Features	\$40,000
6	Prepare Site for Parking, Load-in/out	\$75,000
7	Provide access to Stage Roof & Catwalk	SMG
8	Modify Orchestra Pit	\$20,000
9	Construct New Scene Shop (west)	LPR-CIP - \$230,000
10	Construct Spotlight Towers/Concessions	\$100,000
11	Install Cable Trenches	\$10,000
12	Provide Landscape Enhancements	\$10,000
13	Widen and Replace Bowl Aisles	\$25,000
14	Pave Backstage Parking, Load-in/out, Plaza	\$130,000
15	Improve Pedestrian Lighting	\$10,000
16	Construct New Ticketing Facility	\$45,000
17	Construct New Concessions Facility	\$200,000
	<b>Subtotal (Items 1 -17)</b>	<b>\$750,000</b>
18	Construct Concessions Nodes along Main Path	\$105,000
19	Upgrade Existing Restrooms	\$30,000
20	Construct Portable RR Structure w/ Lighting	\$140,000
21	Construct VIP Catering Pad	\$5,000
22	Construct VIP Box Seats	\$10,000
23	Construct New Performer's Building	\$750,000
24	Add Wings to Stage Walls	TBD
25	Replace Stage House Roof	TBD
26	Add Sliding Wall at rear of Stage	TBD
	<b>Total (Items 1-26)</b>	<b>\$1,790,000</b>

NORTH



Section 31  
(11-6)



LOT 66  
20.29 ± Ac. Total  
19.02 ± Ac. Net  
#94-20341  
#98-35489  
#2005-60972

LOT 29  
2.98 ± Ac.  
#87-22500  
#92-34096  
#92-48991  
#98-35489  
#2006-9802

LOT 43  
3.44 ± Ac.  
#90-24699  
#94-13348

LOT 26  
0.45 ± Ac.  
#94-13348

LOT 28  
0.45 ± Ac.  
#94-20138  
#98-35489  
#98-47788

LOT 40  
6.19 ± Ac.

LOT 26  
3.16 ± Ac.  
#77-19866  
#77-19875  
#93-26874

LOT 5  
4.54 ± Ac.

LOT 7  
3.21 ± Ac.

LOT 30  
1.50 ± Ac.  
#2001-6917

LOT 24  
2.14 ± Ac.  
Deed Book #560  
Pg. 157 & 158

LOT 68  
22.82 ± Ac.  
#94-20341  
#98-35489  
#2005-60972

LOT 31  
15.70 ± Ac.

WOODLAWN

WEST

U.S. HWY. #34  
(PURPLE HEART HIGHWAY)

U.S. HWY. #34

OLD WOODLAWN RD.

48th ST.

(ABANDONED B.N. R.R.)

CI AIRP

CITY OF LINCOLN AIRPORT AUTHORITY

Δ=18°38'10"  
R=1196.28  
L=347.04  
C=346.12

Δ=29°14'53"  
R=1081.291  
L=551.971  
C=554.991

Δ=29°14'55"  
R=1081.28  
L=551.98  
C=546.00

Δ=16°56'30"  
R=1206.28  
L=356.63  
C=355.55

Δ=34°32'22"  
R=622.90  
L=376.18  
C=370.48

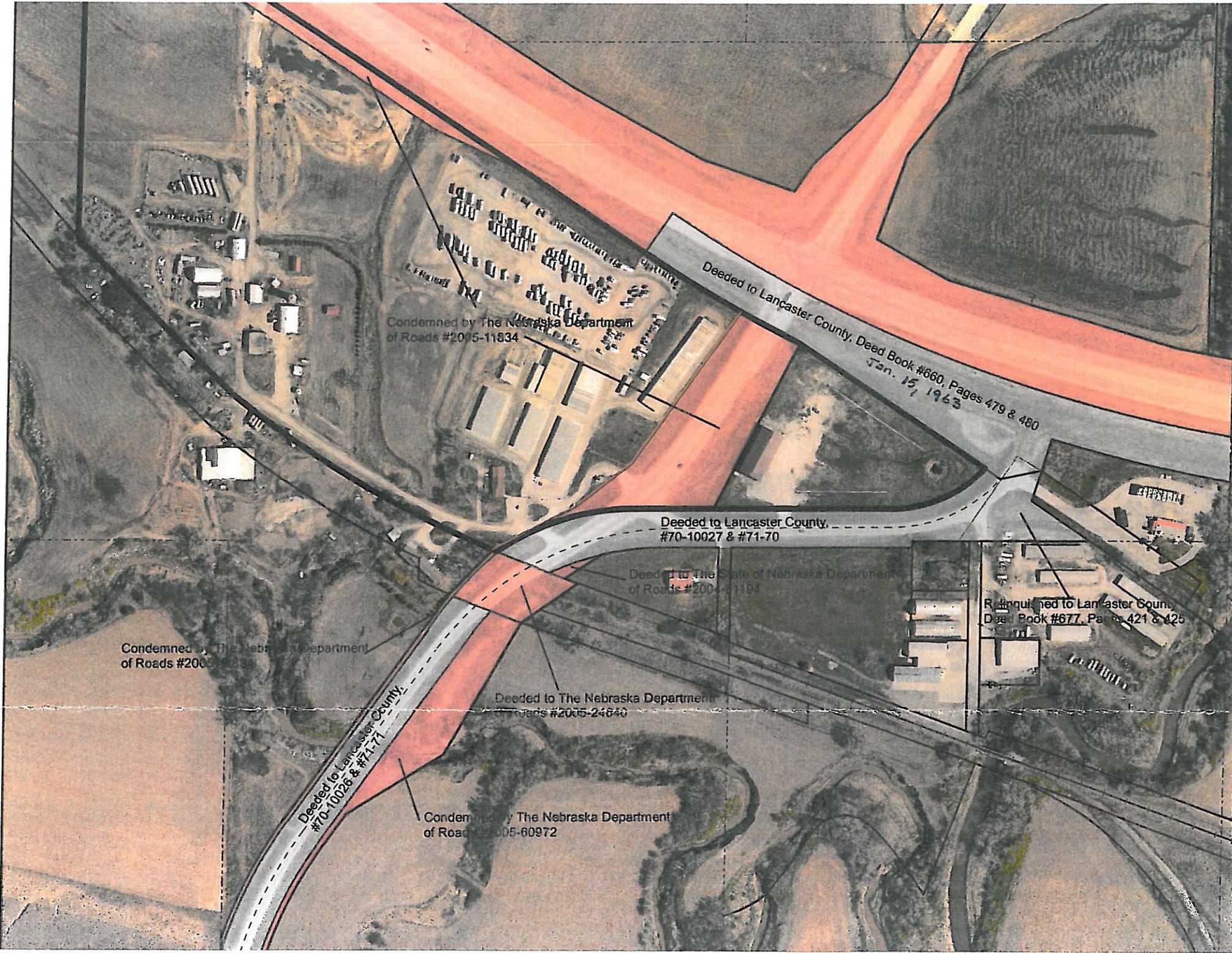
Δ=14°09'14"  
R=3890.27  
L=238.31  
C=235.21

Δ=34°32'22"  
R=622.90  
L=376.18  
C=370.48

Δ=14°09'14"  
R=3890.27  
L=238.31  
C=235.21

Δ=4°37'20"  
R=3890.27  
L=178.16  
C=178.16

Δ=18°57'10"  
R=1196.28  
L=347.04  
C=346.12



Condemned by The Nebraska Department of Roads #2005-11834

Deeded to Lancaster County, Deed Book #660, Pages 479 & 480  
Jan. 15, 1963

Deeded to Lancaster County, #70-10027 & #71-70

Deeded to The State of Nebraska Department of Roads #2005-1194

Relinquished to Lancaster County, Deed Book #677, Pages 421 & 425

Condemned by The Nebraska Department of Roads #2005-11833

Deeded to The Nebraska Department of Roads #2005-24640

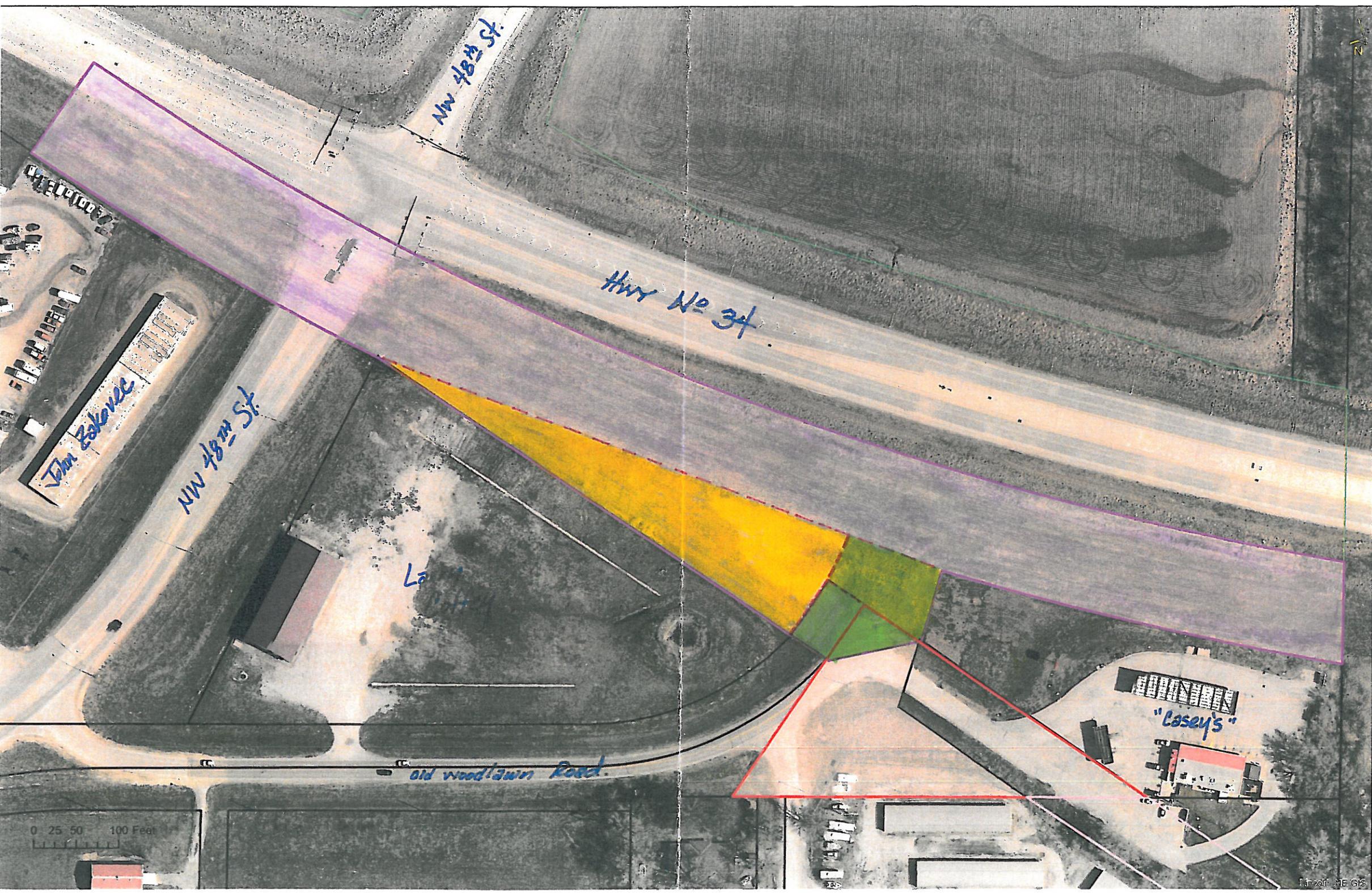
Deeded to Lancaster County, #70-10026 & #71-71

Condemned by The Nebraska Department of Roads #2005-60972



11-3-10

Available for Surplus disposal  
Lancaster County Should Retain  
Needed for State Road Purpose



0 25 50 100 Feet

Lincoln NE GIS



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August 11, 2016

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ROBERT J. ROUTH  
DAVID R. HUNTAIN  
STEPHEN H. NELSEN  
MICHAEL C. MUELLER  
DANIEL R. STOGSDILL  
SCOTT D. KELLY  
TERRY R. WITTLER  
MARK A. CHRISTENSEN  
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STEPHEN E. GEHRING

FREDRIC H. KAUFFMAN 1939-2016

**VIA EMAIL: [pdingman@lancaster.ne.gov](mailto:pdingman@lancaster.ne.gov)**

Pamela L. Dingman  
County Engineer  
444 Cherrycreek Road, Building C  
Lincoln, NE 68528

Re: County Surplus Land West of Hickman, Nebraska  
Our File No.: 21428.001

Dear Pam:

I wanted to follow up on the phone conversation you and I had a couple of weeks ago about the surplus ground owned by Lancaster County located west of Hickman. According to my information, the surplus ground bears Property Identification Number 15-28-300-997-000. Lancaster County has declared this parcel to be surplus as containing 1.33 acres.

As I explained, I represent the Dennis Buel Revocable Trust and Todd Buel in connection with their expressed desire to purchase the surplus property. I understand the County may have valued the property at \$2.00 per square foot. I do not believe any such valuation is based in the facts of this property. From my research, the parcel in question is located in the "AG" zoning classification. It is located in the flood plain and does not have access to a public right-of-way. Correspondingly, I believe the surplus property would be valued by any appraiser at an agricultural valuation.

I looked at other agricultural land located in the area and derived the following assessed valuations:

1. Dennis Buel Revocable Trust (Lots 37 and 55 Southwest): \$5,666.00 per acre;
2. Daryl Mitchel (located to the west) (Lots 18 and 19): \$4,907.00 per acre;
3. Brian Tiedeman (Lot 8) (located to the west of the subject property): \$4,107.00 per acre;

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OMAHA, NE 68144-1105  
(402) 397-1700

1207 M STREET  
P.O. BOX 510  
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(402) 694-6314

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SCOTTSDALE, NE 69361  
(308) 635-1020

330 SOUTH COLLEGE AVENUE  
SUITE 300  
FORT COLLINS, CO 80524-7162  
(970) 221-2637

Pamela L. Dingman  
August 11, 2016  
Page 2

4. Earl Moser (Lot 20) (located to the south): \$4,580.00 per acre.

From my review, the agricultural value in this area for agricultural land is in the range of \$4,100.00 to \$5,600.00. The agricultural values for the land surrounding the subject property yield an average of \$4,815.00 per acre. If the agricultural values in the vicinity are \$5,000.00 per acre, the proper valuation for the surplus property would then be \$6,650.00. I am authorized to offer such sum to Lancaster County.

Please let me know if Lancaster County finds this offer acceptable.

Sincerely,

A handwritten signature in black ink, appearing to read "Thomas C. Huston". The signature is fluid and cursive, with a prominent loop at the end.

Thomas C. Huston  
For the Firm

The City of Lincoln, Nebraska, Lancaster County and the City of Lincoln/Lancaster County Public Building Commission  
Attention: Mr. Frank E. Uhlarik  
440 S. 8<sup>th</sup> Street  
Lincoln, NNE 68508

Re: Letter of Understanding for Preliminary Energy Audit ("Audit")

Dear Mr. Uhlarik:

The City of Lincoln, Nebraska, Lancaster County and the City of Lincoln/Lancaster County Public Building Commission ("City") has asked Willdan Energy Solutions ("Willdan"), doing business as 360 Energy Engineers, to conduct a(n) Audit to estimate the implementation costs and the energy and operational savings of a variety of facility improvement measures ("FIMS") at the following location(s), which list may be amended from time to time with written agreement from both parties:

440 S 8TH ST	K STREET PLANT
3140 N ST	HEALTH DEPARTMENT
633 S 9TH ST	COURTHOUSE PLAZA
6320 PLATTE AVE	NE SR CITIZENS CENTER
444 Cherry Creek Rd.	County Extension Office
444 Cherry Creek Rd.	County Engineering
601 N. 46th St.	Election Commission
625 N. 46th St.	Motor Vehicle
500 W. O St.	Driver's Testing
1200 Radcliff St.	Youth Services
1005 O St.	Aging Services Downtown Center
233 S. 10 <sup>th</sup> St.	233 Building

Willdan is pleased to perform this Audit for the purpose of determining if any FIMs are financially viable and will do so at no charge to The City of Lincoln, Nebraska, Lancaster County or the City of Lincoln/Lancaster County Public Building Commission with the following understandings:

- 1) Client will provide the following:
  - Copies of all actual utility bills for gas, electric, water, oil, and distributed steam, hot water, and chilled water (if any), for at least the past twenty-six (26) months.
  - Available copies of lists, specifications, and drawings of the current mechanical and electrical equipment.
  - Physical access to survey the facility(ies) and its associated equipment and an escort that is knowledgeable in the operation and use of facility equipment and systems.
- 2) Willdan will use the information to:
  - Identify FIMs that could be implemented as a project to improve the mechanical electrical system infrastructure and operational efficiencies.
  - Make preliminary estimates of implementation costs and operational savings.

- Present the results of this Audit, including a preliminary financial analysis and recommended approach/process.

3) Client and Willdan agree to:

- Treat exchanged information as confidential and not share it with anyone who is not directly involved with this Audit, except to meet legal requirements.
- Maintain fully adequate, comprehensive insurance on their respective goods, services, and operations, as applicable. Each party agrees to indemnify, defend and hold the other harmless from all claims, costs, suits, damages, or liability to the extent related to the indemnifying party's negligent acts or omissions.

Thank you for the opportunity to be of service. Please sign and date in the space below and return this letter to me at your earliest convenience in order to proceed.

Best Regards,



Gregory J. Modlish, MBA, LEED GA  
Municipal Business Leader  
Willdan Energy Solutions

Accepted for City:

Sign: \_\_\_\_\_

Print: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

# 360 Energy Engineers Audit Approach and Process

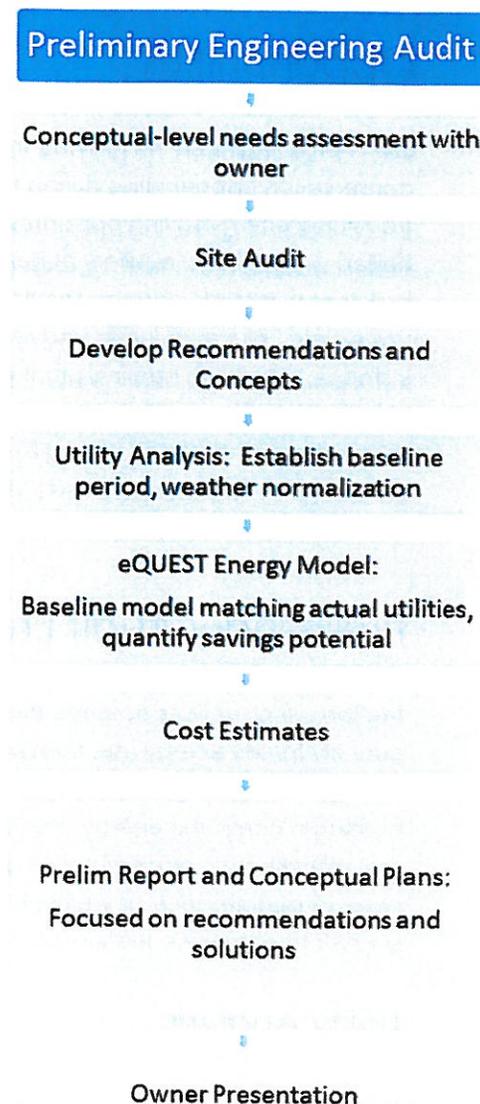
One of the key factors that distinguish 360 Energy Engineers from traditional performance contractors is our professional, engineering-centric technical approach to project development and implementation. 360 Energy Engineers believes project continuity and superior engineering - from start to finish - is critical to achieving a successful performance contracting project. Our technical approach is unique and encompasses comprehensive investigation and testing, engineering analysis and design, a unique approach to competitive project pricing, implementation management, commissioning and post-installation service. This section outlines 360 Energy Engineers' approach during the Preliminary Audit Phase, which is focused on developing concepts and recommendations as well as providing a clear financial picture that highlights costs and savings.

## Preliminary Audit Process

360 Energy Engineer's first step during the preliminary audit is to become familiar with the City of Lincoln, Lancaster County, or Public Building Commission ("City") facilities and systems assigned to us through rigorous investigation. We will ensure we understand the City's goals and requirements and develop preliminary concepts that best address your facility needs. Our investigation and analysis is thorough, resulting in comprehensive recommendations for energy savings and operational improvement. Our preliminary concepts are intended to provide an early framework of the project's potential scope of work, preliminary cost and savings, and allow 360EE and the City to work collaboratively to make decisions regarding what energy conservation measures (ECMs) should proceed with development vs. ECMs that should not be pursued at this time.

360EE's preliminary audit process will provide the most comprehensive list of potential ECMs possible, more holistic solutions to address facilities and infrastructure needs, and is designed to quickly and effectively evaluate and refine the performance contract's scope of work prior to proceeding with the investment grade audit. By making informed decisions early in the process, unnecessary design development of potential ECMs - that in the end would not have been selected to be included in the project - can be eliminated, which minimizes the City's IGA costs.

Figure 1 - 360EE Prelim Audit



# Schedule

360EE will complete the previously described process according to the following basic schedule:

- November 9, 2016 9 AM - Preliminary Assessment Kick-Off Meeting
- November 9, 2016 10 AM – November 10 5 PM – Site Visits (Friday November 11 used as an alternate site visit day) Will require escort as needed for each facility.
- December 7, 2016 TBD – Mid Point Site Visit. May or may not require escort for short periods of time. One-day maximum.
- January 17, 2017 – Owner Presentation

## Identification and Evaluation of Energy Conservation Opportunities

360 Energy Engineers will provide the most thorough engineering investigation and analysis of energy conservation opportunities during the preliminary audit. The breadth of our investigation will encompass traditional energy-saving opportunities such as lighting and controls, but will be far more in depth to include the chilled water plants, auxiliary chillers, and respective distribution systems, and holistic analysis of connected buildings to include end-use terminals (air handlers, VAV boxes, unit ventilators) and all associated piping, pumps, valves, etc. Our evaluation and recommendations during the preliminary audit will be comprehensive. For instance, a building heating plant evaluation is inclusive of not only the boilers, but expansions tanks, air/dirt separators, pumps, VFDs, piping, valves, controls, etc. – every component of the system is evaluated. Our intent is to investigate infrastructure and building systems thoroughly and look at systems holistically, model energy conservation opportunities and justify recommendations with the use of life cycle cost analysis that reflects the total cost of ownership.

## Preliminary Audit Energy Savings and Analysis

The following sections describe the process utilized by 360 Energy Engineers during the preliminary audit to quantify facility energy use, formulate specific opportunities for energy conservation and calculate energy savings. This methodical process encompasses analyzing utility data to establish a base year's utility consumption, building a computer energy simulation of each facility, analyzing end-use components of each facility's energy use, identification and simulation of energy conservation opportunities that will optimize each specific building system's performance as well as city-wide strategies to maximize energy efficiency, and performing a financial analysis to determine the economic impacts of each measure considered.

### Utility Analysis

In order to accurately quantify the potential savings of energy conservation opportunities, the buildings' present state of energy consumption is determined. The baseline energy consumption of the building is calculated from

actual utility information provided by a process of prorating and weather normalization. The process of prorating and weather normalization and their significance towards the baseline energy modeling is discussed below.

## Prorating Utility Data

Utility companies typically read their customer's meters during the middle of each month, and therefore, a given monthly utility bill contains consumption information from two different months. To find its relationship to weather patterns, which are reported on a monthly basis, the consumption reported on a utility bill was distributed between the two months it covers. This process is referred to as prorating the utility data. For more accuracy, 26 months of utility bills are generally requested and used, if available.

## Weather Normalization

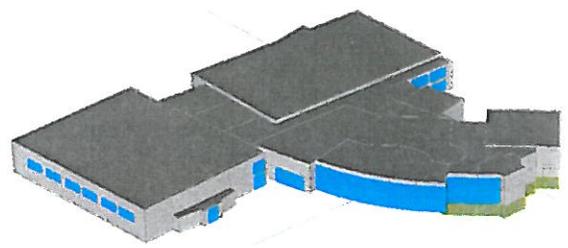
Once the utility consumption data was placed in its appropriate month, the consumption was normalized using actual and typical meteorological year (TMY3), 30-year average year's weather. This was done to eliminate any extraordinarily high or low energy use due to untypical mild or extreme weather conditions. This normalization used the variables of heating degree-days and cooling degree-days to relate weather to weather-dependent energy use. Heating degree-days (HDD) and cooling degree-days (CDD) are quantitative indices that indicate the demand for energy needed to heat or cool a building.

In order to correlate energy consumption to weather conditions, a linear regression analysis is performed to generate the relationship between energy use and actual degree-days. A typical year's degree-days are then applied into this correlation to obtain a typical year's utility usage. In the case of natural gas, only heating degree-days are used because it is assumed that temperature-dependent consumption gas only applies to the heating months. Cooling degree-days are used to correlate electrical demand (kW) and consumption (kWh) for space cooling.

## Building Energy Simulation

The foundation of this process is performing detailed Department of Energy DOE-2.2 energy simulation – also known as a building energy model – of each building to accurately quantify the potential savings opportunities and develop precise cost estimates. 360 Energy Engineers utilizes eQUEST (QUick Energy Simulation Tool) to analyze the energy use in each building, particularly for major mechanical systems and controls systems. Accurate energy modeling provides reliable cost and savings projections that in turn provide a solid basis for making energy improvement decisions.

Example eQUEST computer energy model



To evaluate the City's use of energy, formulate specific opportunities for energy conservation, and accurately calculate energy savings, 360 Energy Engineers' engineers performs an analysis process that encompasses:

- The building energy model is constructed and calibrated to replicate, at a reasonable level, the energy and demand use profiles of the current baseline building operation. This is accomplished by first running the model as first constructed. These results are then compared to the baseline energy consumption derived in the utility analysis and weather normalization process to assess how closely the model matches the building's current

operation. After examining the results, it is apparent where energy or demand is too high or too low, and adjustments are made. The key is getting all parameters, including electric energy, electric demand, and fuel use, to align simultaneously while maintaining the validity of the inputs into the model. The calibration process requires numerous iterations in order to achieve a satisfactorily calibrated model.

- After the model is calibrated, changes are made to the models which represent implementation of proposed energy conservation opportunities (ECOs). ECOs are implemented as parametric runs, or groups of component changes to the baseline inputs, to assess the energy savings of each ECO individually. When ECOs are selected for implementation, they are run simultaneously to account for the interactive energy effects of the ECO combinations.
- Building a simulation of each facility's utility tariff to obtain an accurate annual dollar savings
- Performing a comprehensive financial analysis of each conservation measure being considered to provide owner/decision-makers with the data needed to make informed decisions.

360 Energy Engineers takes great pride in its unique approach to completing utility analysis during the preliminary audit phase and complete building energy simulations, to understand the impact of system changes, ensure sound design solutions, ensure accurate energy savings projections and maximize value to our City's. Our approach provides City's an understanding of utility use and energy conservation recommendations, and helps to define the project when proceeding to the investment grade audit and design phases.

## Cost Estimating

360 Energy Engineers performs cost estimates during the preliminary audit to round out the energy conservation opportunity evaluation process. The estimates at this stage are based on historical pricing for similar work done by 360EE, R.S. Means Building Construction Cost Database, local labor rates, or actual equipment quotes from vendors' representatives.

## Life Cycle Cost Analysis

Many of our projects have required a decision to be made regarding which HVAC system should be installed in a given building. To assist Owners with decision-making, 360 Energy Engineers frequently performs total life cycle cost analysis of multiple system options. The total life cycle cost incorporates an estimate of installed capital costs, annual utility, maintenance and repair costs, and future capital replacement costs totaled in today's net present value. With these values, the Owner can make the best decisions about their project to produce an overall lowest cost of ownership. For example, 360EE assisted the Lawrence USD 497 (Lawrence, Kansas School District) when considering the replacement of two original 1965 steam boilers in the Liberty Memorial Middle School central plant. An example of this analysis is shown below.

### Project: Liberty Memorial Middle School HVAC System Redesign

360EE's Role: Design Engineer  
Project Size: \$1.2 million  
Project Team: Scott McVey, PE (360EE Project Manager)  
Doug Riat (Program Manager)  
Aaron Etzkorn (Mechanical Engineer)

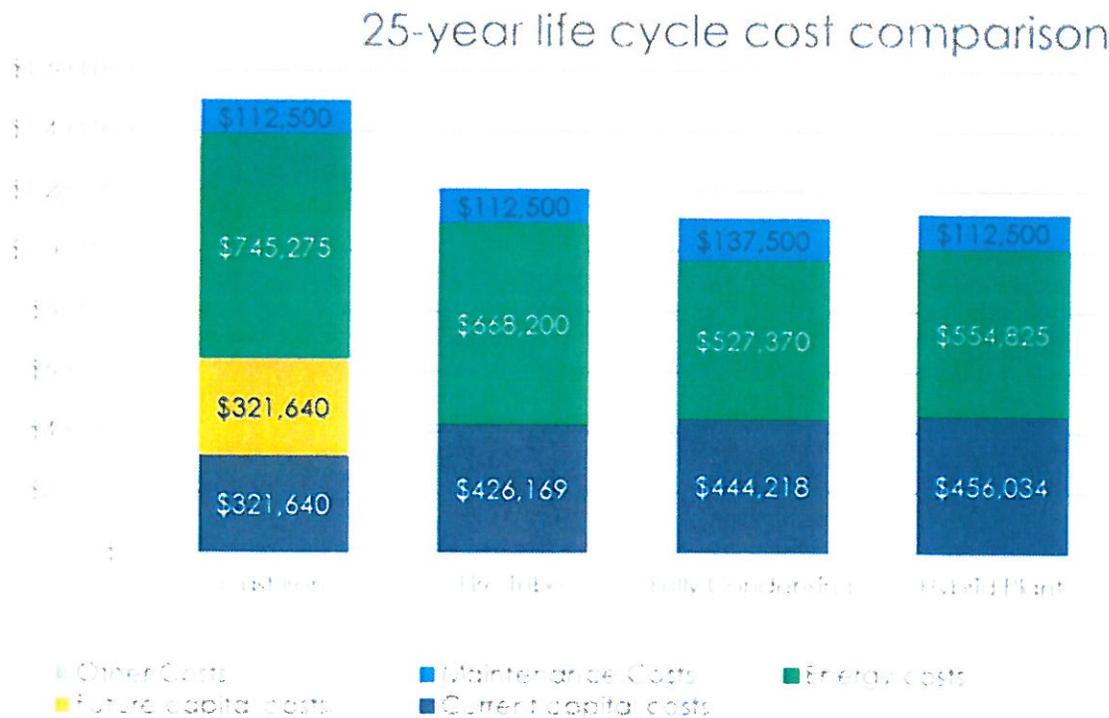
## Boiler Plant Development: A Life-Cycle Cost Approach

It is 360 Energy Engineers' goal to provide Lawrence USD with the most accurate and comprehensive information possible to assist in making the best long-term decisions related to infrastructure upgrades, energy efficiency and reliable operation of Liberty Memorial Central Middle School. This is apparent in the level of analysis we invest in performing accurate modeling of building and systems, the detail we take in accurately calculating the energy and life cycle impact of each solution considered, and relevant cost information we provide. Our recommendations are based on stringent analysis and vetting each option against other concepts, ensuring that our recommendations optimally balances performance and reliability with overall life-cycle cost. This approach takes into account first cost, annual energy costs and annual maintenance costs needed to make an informed decision that will benefit the district long-term.

Table 1 – Heating plant options' financial performance

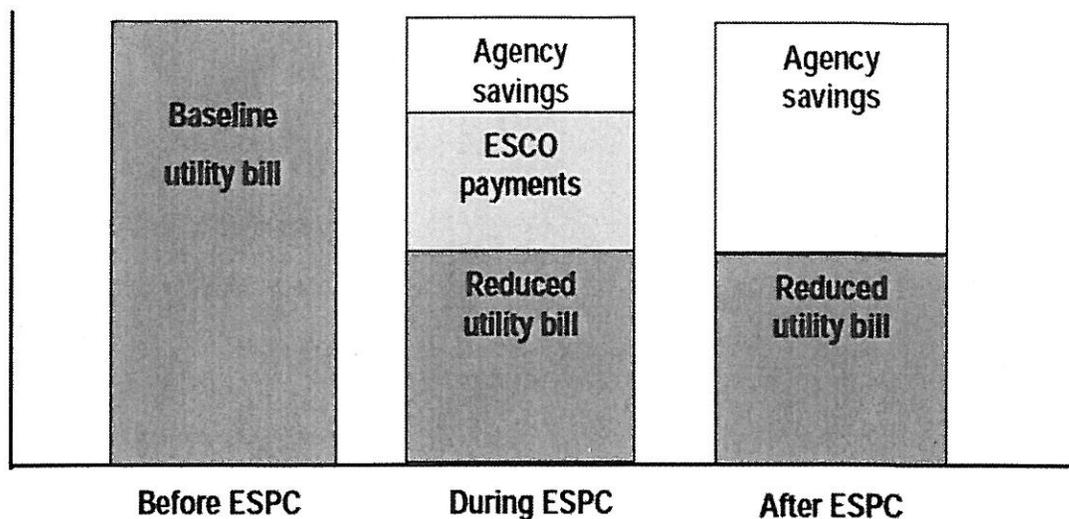
	Cast Iron	Fire Tube	Fully Condensing	Hybrid Plant
Incremental Energy Savings	\$1,678	\$4,761	\$10,394	\$9,296
Incremental Energy Payback	191.7	89.5	42.7	49.1
Life Cycle Cost	\$1,501,056	\$1,206,869	\$1,109,088	\$1,123,359

Figure 1 – Life cycle costs of options considered



## Energy Savings Performance Contracting

### Basic ESPC Concept



### Drivers

- EO 080968 Commitments
  - Emission reductions
  - Energy efficiency
  - Building and street lighting
  - Water conservation
- Budget Limitations
  - Competing priorities
  - Sources of funding

### Funding Options

- Cash
- Operating Budgets
- Capital Improvement Program/Bonding
- ESPC (can be used in combination with other options)

### ESPC

- 30 Year history at Federal/State Level
- Significant municipal and school district case studies
- In Nebraska – governed by NRS 1062-1066
- Offers means to finance payment of capital improvements with guaranteed savings
- Packages (in a cafeteria menu) auditing, project development, design, procurement, construction administration, training and operational support under one roof

- Guarantees (through contractual agreement and third party bonding) the construction costs and the actual energy and operational cost savings
- There are many successes, benefits and PITFALLS!
- The devil is in the details of the ESPC agreement language!

### Conclusions/Recommendations

- ESPCs can offer significant benefits to City energy and utility conservation efforts
- Growing opportunity for states and municipalities
- Some projects may fit the ESPC model and others not
- Good to have in our “tool box”
- Proceed with caution and a plan (potentially more community benchmarking)
- Define team, general goals/priorities and assignments
- Issue RFQ
- Select 2-3 ESCO firms to be “pre-qualified” with standard agreement
- Select specific ESCOs (based on strength/experience) for specific program tasks/projects and/or allow to compete
- Retain independent engineer to review ESPC proposals
- Administer program



**DEPARTMENT LEGEND**

- Building Services
- Co. Corrections
- Drug Testing
- Sheriff's IT



**Building 605 Remodel - Phase 3**

**Lower Floor Plan**

NOT TO SCALE





**DEPARTMENT LEGEND**

- Adult Probation
- Building Services
- Community Corrections

**Building 605 Remodel - Phase 3**

**First Floor Plan**

NOT TO SCALE





**DEPARTMENT LEGEND**

- Building Services
- Co. Corrections
- County Attorney - Child Support
- County Attorney - Criminal / Civil
- Future Tenant



**Building 605 Remodel - Phase 3**

**Second Floor Plan**

NOT TO SCALE



