

AGENDA

Lancaster County Infrastructure Task Force

*County Extension Office, Room A
444 Cherry Creek Road, Lincoln*

*Tuesday, August 6, 2019
2:00 pm – 3:30 pm*

1. Working Committee Findings on Possible Wheel Tax

MINUTES
LANCASTER COUNTY BOARD OF COMMISSIONERS
INFRASTRUCTURE TASK FORCE MEETING
TUESDAY, AUGUST 6, 2019 – 2:00 P.M.
LANCASTER COUNTY EXTENSION OFFICE
444 CHERRYCREEK DRIVE, ROOM A, LINCOLN, NE

Task Force Members Present: Roma Amundson, Lancaster County Commissioner; Joe Bolubasz, Midwest Bank; Nathan Boone, JEO Consulting Group; Debby Brehm, Lincoln Independent Business Association (LIBA); Nick Cusick, Bison, Inc.; Craig Gana, Gana Trucking; Doug Hanson, City of Hickman Mayor; Rod Hollman, Agriculture Representative; Brian Maschmann, Norris Public School District; Pam Dingman, Lancaster County Engineer; Russell Miller, Nebraska Recycling Center; Ray Stevens, Lower Platte South Natural Resources District (LPSNRD); and Michael Werner, City of Waverly Mayor

Task Force Members Absent: Jess Baker, Wilderness Construction; Lonnie Burklund, City of Lincoln, Public Works and Utilities, Jeffrey Butterfield, RBC Wealth Management; Glynnis Collins, Spring Creek Prairie Audubon Center Director; Miranda Watson, Woods Bros.; DaNay Kalkowski, Attorney; Silas Clarke, City of Hickman Administrator; and Jeff McKerrow, Olsson Associates

Others Present: Rick Vest and Christa Yoakum, Lancaster County Commissioners; Nick Weander, Olsson Associates; Stephanie Fisher, City of Waverly Administrator; Ron Bohaty, Lancaster County Road Maintenance Supervisor; Kent Seacrest, Seacrest and Kalkowski; and Leslie Brestel, Lancaster County Clerk's Office

Advance public notice of the Infrastructure Task Force meeting was posted on the County-City Building bulletin board and the Lancaster County, Nebraska, website and emailed to the media on August 2, 2018.

The meeting was opened at 2:05 p.m.

1. Working Committee Findings on Possible Wheel Tax

Introductions were made by those in attendance.

Dingman reviewed a PowerPoint presentation on the Safe Roads Joint Public Agency (Exhibit A). In conjunction with the presentation, the following documents were also referenced: 2015 Closed County Bridges map (Exhibit B), Rock Hauls map (Exhibit C), Motor Vehicle Fee Schedule including potential wheel tax funded projects (Exhibit D), and an informational brochure on the proposed Joint Public Agency (JPA) (Exhibit E).

If a wheel tax were implemented, it would be administered by a JPA consisting of seven members, two from the City of Hickman, two from the City of Waverly and three from the County. The JPA members would determine the wheel tax rates and where the funds are applied. For a vote to be successful, it would need approval of one JPA member from Waverly, one from Hickman and two from the County. Seacrest stated wheel tax funds will be used only for roads and bridges with safety being the priority.

When asked if the cities of Waverly and Hickman are supportive of a JPA, Werner and Hanson both answered a vote has not been taken.

General discussion was held on the involvement of Waverly and Hickman in the JPA and the benefits other eligible towns may find in joining. An additional \$365,000 is estimated if all eligible entities participate in the JPA.

Hollman felt the rate structure should be changed to be more equitable for farmers.

Dingman reviewed the potential projects funded by a wheel tax (Exhibit D). She added the Federal Highway Administration has deemed roundabouts safer than traditional traffic stops.

Vest exited the meeting at 2:55 p.m. and returned at 2:57 p.m.

Dingman reviewed the closed bridges (Exhibit A, Slide 13). Maschmann spoke to the difficulties the closed bridges pose for Norris School and the safety improvements a wheel tax could help fund.

When asked about a time limit for the JPA's existence, Seacrest answered there is not one at this point, and with growth comes the need for funding sources.

Regarding public meetings on the JPA, Dingman reviewed the meeting dates (Exhibit A, Slide 23). The meetings for the Hickman City Council, Waverly City Council and Lancaster County Commissioners are briefings for those groups and, while those meetings are open to the public, there will be no public comment taken. The meetings North of O and South of O will have public comment.

There was general discussion on a possible property tax increase. It was clarified that no property tax increase would go towards a wheel tax and that part of the increase is for infrastructure.

MOTION: Cusick moved and Brehm seconded that the proposed JPA and wheel tax meet the intentions of the task force, and work to complete the JPA should continue.

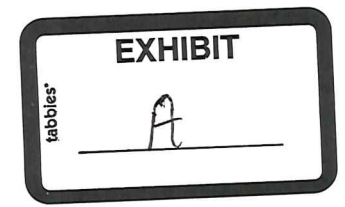
Hollman stated he is not against the wheel tax but is against the fee structure as presented. The rate structure needs to be a continuing discussion.

Dingman said the large grain trucks are ruining the infrastructure.

VOTE: A vote was taken by show of hands. Eight individuals (Stevens, Boone, Brehm, Bolubasz, Maschmann, Gana, Cusick, Miller) voted yes and one (Hollman) voted no. Four (Amundson, Dingman, Werner, and Hanson) abstained from voting. Motion carried 8-1 with 4 abstaining.

There being no further business the meeting was adjourned at 3:24 p.m.

Submitted by Leslie Brestel, Lancaster County Clerk's Office



Safe Roads Joint Public Agency

Lancaster County

August 2019

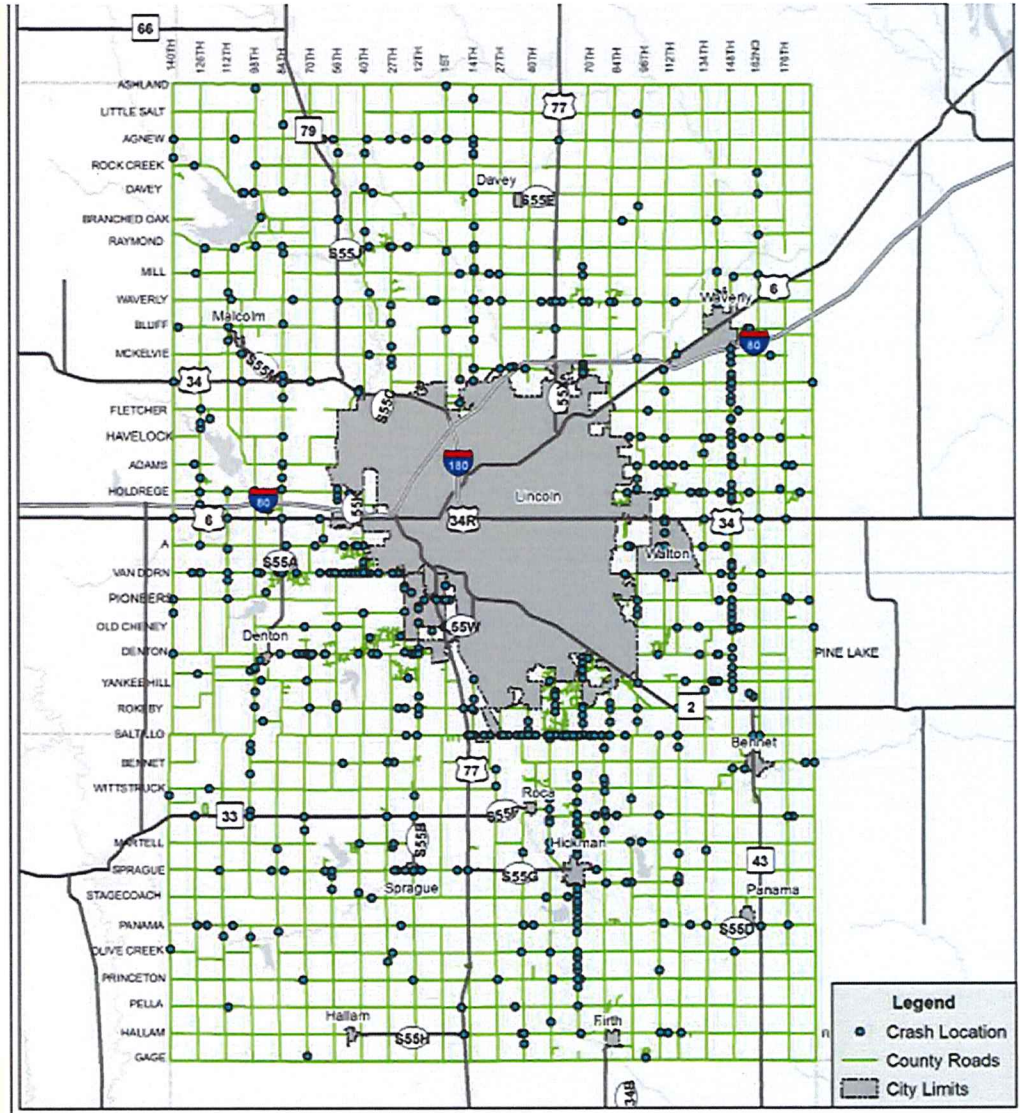


Safe Roads Joint Public Agency Study Committee

- Doug Hanson – Mayor of the City of Hickman
- Silas Clarke – Hickman City Administrator/Economic Development Director
- Mike Werner – Mayor of the City of Waverly
- Stephanie Fisher – Waverly City Administrator
- Roma Amundson – Lancaster County Commissioner
- Rick Vest – Lancaster County Commissioner
- Pam Dingman – Lancaster County Engineer
- Facilitator: Kent Seacrest-Seacrest & Kalkowski, PC, LLO

Lancaster County Transportation Task Force

- Final Report can be found at: <http://lancaster.ne.gov/clerk/misc/itf/final.pdf>
- Crash Map showing all crashes 4/2015 to 3/2018



Data Source: Olsson Associates

N 0 1 2



Infrastructure Task Force Report

➤ Significant Findings

➤ Bridges

- \$9 Million Shortfall per Year for 20 years
- 76 Critical Bridges in need of replacement before the record breaking weather event

➤ Roads

- \$5 Million Shortfall per Year for 20 years



Lancaster County Transportation Task Force Recommendations

Additional Funding

Ultimately, the County does not have the resources to maintain or upgrade its infrastructure (most specifically, bridges) to the levels necessary to continue to support a growing region. It is recommended Lancaster County work with its elected officials, partner jurisdictions, the State of Nebraska and other groups to identify and seek additional funding mechanisms that can be directed toward County infrastructure maintenance. The Task force had the highest support for implementing a wheel tax, similar to Lincoln's, followed by a county-wide sales tax, with raising property taxes to meet any remaining funding gap and specifically earmarked for road and bridge infrastructure. While the added revenue from a wheel tax and sales tax would help, the total funding expected to result from these new sources would not solve Lancaster County's funding gap.



Lancaster County Transportation Task Force Recommendations

Safety Improvement Fund

Improving the safety of the Lancaster County transportation network is a principle goal of the County Engineering Department. Currently, safety focused projects must compete against other capital and maintenance needs for scarce implementation funding. It is recommended that the County develop an internal funding mechanism and program for safety improvement projects, allowing these projects to advance toward implementation independent of other needs. The program should also develop a performance-based selection policy to target the County's scarce resources toward the locations with the greatest needs for improvement.



Lancaster County Transportation Task Force Recommendations

Capital Improvement Plan (CIP)

Capital improvement plans (CIP) are short-range programs that range from four- to 10-years in length. A CIP identifies capital projects, equipment purchases, and other ongoing programs scheduled during the plan's timeline. CIP may also include a discussion of prioritization activities and the planning cycle for future improvements throughout the county. Planned expenses, funding sources, financing strategies, timelines for projects are clearly displayed and documented. The CIP serves as a link between the annual budget, one-and-six-year plan, and the comprehensive plan. A link to the regional Long-Range Transportation Plan should also be made.

Motor Vehicle Fee Schedule

The proposed wheel tax follows the City of Lincoln's Street Improvement Vehicle Tax the Typical is \$74.

Proposed Safe Roads JPA Annual Motor Vehicle Fee Schedule		
	City of Lincoln	Proposed JPA
Motor-driven vehicles operated on three wheels or less	\$37.00	Same
Passenger motor vehicle of nine-passenger capacity or less, but not used for hire	\$74.00	Same
Passenger motor vehicle of nine-passenger capacity or less, and used for hire	\$111.00	Same
Motor-driven vehicles used for carrying passenger for hire with passenger capacity of more than nine passengers	\$148.00	Same
Licensed motor vehicle dealer, except dealer of motor-driven vehicles operated on three wheels or less, for each dealer number plate issued under provisions of Neb. Rev. Stat. §60-320, (Reissue 1988), and amendments thereto	\$74.00	Same
Licensed motor vehicle dealer of motor-driven vehicles operated on three wheels or less, for each dealer plate issued under provisions of Neb. Rev. Stat. §60-320, (Reissue 1988), and amendments thereto	\$37.00	Same
Commercial trucks having a gross vehicle weight of four tons or less	\$111.00	Same
Commercial trucks having a gross vehicle weight of more than four tons and less than six tons	\$148.00	Same
Commercial trucks having a gross vehicle weight of six tons or more, and less than eight tons	\$259.00	Same
Commercial trucks having a gross vehicle weight of eight tons or more	\$370.00	Same
Farm plated commercial trucks having a gross vehicle weight of four tons or less	\$111.00	\$74.00
Farm plated commercial trucks having a gross vehicle weight of more than four tons and less than six tons	\$148.00	\$74.00
Farm plated commercial trucks having a gross vehicle weight of six tons or more, and less than eight tons	\$259.00	\$129.00
Farm plated commercial trucks having a gross vehicle weight of eight tons or more	\$370.00	\$185.00
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Trucks and truck-tractors other than commercial trucks, having a factory-rated carrying capacity of four tons or more	\$370.00	Same
Ambulances and hearses	\$111.00	Same
Self-propelled mobile homes	\$111.00	Same
Trailers with one thousand pounds or less carrying capacity	\$18.00	Same
Trailers with more than one thousand pounds carrying capacity	\$37.00	Same
All other vehicles not specifically set forth above	\$74.00	Same



Motor Vehicle Fee Schedule

■ Except for Farm Vehicles which are proposed at 50% of Commercial Vehicle Tax Rates.

Farm plated commercial trucks having a gross vehicle weight of four tons or less	\$111.00	\$74.00
Farm plated commercial trucks having a gross vehicle weight of more than four tons and less than six tons	\$148.00	\$74.00
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Estimated Annual Wheel Tax Revenues

- ▀ The vehicle numbers were provided by the Lancaster County Treasurer in July of 2019
- ▀ Assumed a number of possible variants

Jurisdiction	Number of Vehicles in Each Jurisdiction**	Estimated Wheel Tax Revenue **
Waverly	4,615.00	\$ 361,318
Hickman	2,460.00	\$ 178,559
Lancaster County*	37,115.00	\$ 2,816,420
TOTAL	44,190.00	\$ 3,356,297

*Every Tax District in Lancaster County not paying Wheel Tax (Includes Waverly, Hickman and Lincoln).

** Estimated number of Vehicles and Wheel Tax Revenue as supplied by the Lancaster County Treasurer's Office 7/2019.


***No increase is projected due to Lincoln's continued growth decreasing Lancaster County's jurisdiction.



Potential Projects Funded by a Wheel Tax

- Projects on 68th Street are based on the Safety Analysis completed in October of 2018
- Projects on 148th Street are based on the Safety Analysis completed in October of 2018
- Bridge replacement based on opening needed closed bridges, scour critical bridges, and bridges with a sufficiency rating less than 50.

Proposed Project	2018 Probable Estimated Project Cost	Estimated Project Cost with Construction Inflation	Proposed Collected Wheel Tax by Year	Total Balance
Roundabout at Panama Road and South 68th Street	\$ 720,000.00	\$ 809,902.08	2021 \$ 3,356,297.12	\$ 1,680,249.76
Roundabout at Adams Street and North 148th Street	\$ 770,000.00	\$ 866,145.28	2021	
Bridges	\$ 2,100,000.00	\$ 2,456,702.98	2022 \$ 3,356,297.12	\$ 2,579,843.90
Bridges	\$ 2,000,000.00	\$ 2,433,305.80	2023 \$ 3,356,297.12	\$ 3,502,835.22
Shoulders on 68th Street Roca Road to City of Hickman	\$ 1,500,000.00	\$ 1,897,978.53	2024 \$ 3,356,297.12	\$ 2,820,234.03
Pavement on Fletcher Ave (84th Street to 148th Street - Assumed 20% of Project Costs)	\$ 922,000.00	\$ 1,166,624.14	2024	
Roundabout at Fletcher Avenue and North 148th Street	\$ 770,000.00	\$ 974,295.64	2024	
Roundabout on 68th and Princeton Road	\$ 600,000.00	\$ 789,559.07	2025 \$ 3,356,297.12	\$ 4,294,748.71
Roundabout on Old Cheney Road	\$ 830,000.00	\$ 1,092,223.38	2025	
Bridges	\$ 2,000,000.00	\$ 2,737,138.10	2026 \$ 3,356,297.12	\$ 4,913,907.73
West Van Dorn (Northwest 84th Street to Northwest 140th Street)	\$ 2,000,000.00	\$ 2,846,623.62	2027 \$ 3,356,297.12	\$ 5,423,581.22
Bridges	\$ 2,000,000.00	\$ 2,960,488.57	2028 \$ 3,356,297.12	\$ 5,819,389.77
Bridges	\$ 2,000,000.00	\$ 3,078,908.11	2029 \$ 3,356,297.12	\$ 6,096,778.78
Shoulders on 148th (Van Dorn Street to Pioneers Boulevard)	\$ 1,230,000.00	\$ 1,969,269.63	2030 \$ 3,356,297.12	\$ 7,483,806.27
			2031 \$ 3,356,297.12	\$ 10,840,103.39
SW 14 th Street (Roca Road and Bennet Road)	\$ 1,000,000.00	\$ 1,731,676.45	2032 \$ 3,356,297.12	\$ 12,464,724.06
			2033 \$ 3,356,297.12	\$ 15,821,021.18
			2034 \$ 3,356,297.12	\$ 19,177,318.30
Shoulders on South 68th Street South of Hickman City Limit to Firth Road	\$ 9,810,000.00	\$ 19,108,903.86	2035 \$ 3,356,297.12	\$ 3,424,711.56
			2036 \$ 3,356,297.12	\$ 6,781,008.68
			2037 \$ 3,356,297.12	\$ 10,137,305.80
			2038 \$ 3,356,297.12	\$ 13,493,602.92
			2039 \$ 3,356,297.12	\$ 16,849,900.04
			2040 \$ 3,356,297.12	\$ 20,206,197.16
Shoulders on 148th Street (O Street to Amberly Road)	\$ 9,550,000.00	\$ 23,538,033.44	2041 \$ 3,356,297.12	\$ 24,460.84
			Total Revenue from Wheel Tax	\$ 70,482,239.52




Metrics and Measurements for Success

Reduction in accidents/fatalities



Reduce the miles of gravel road with more than 300 Average Daily Traffic (ADT)



Reduce the number of bridges on the system in the following categories:

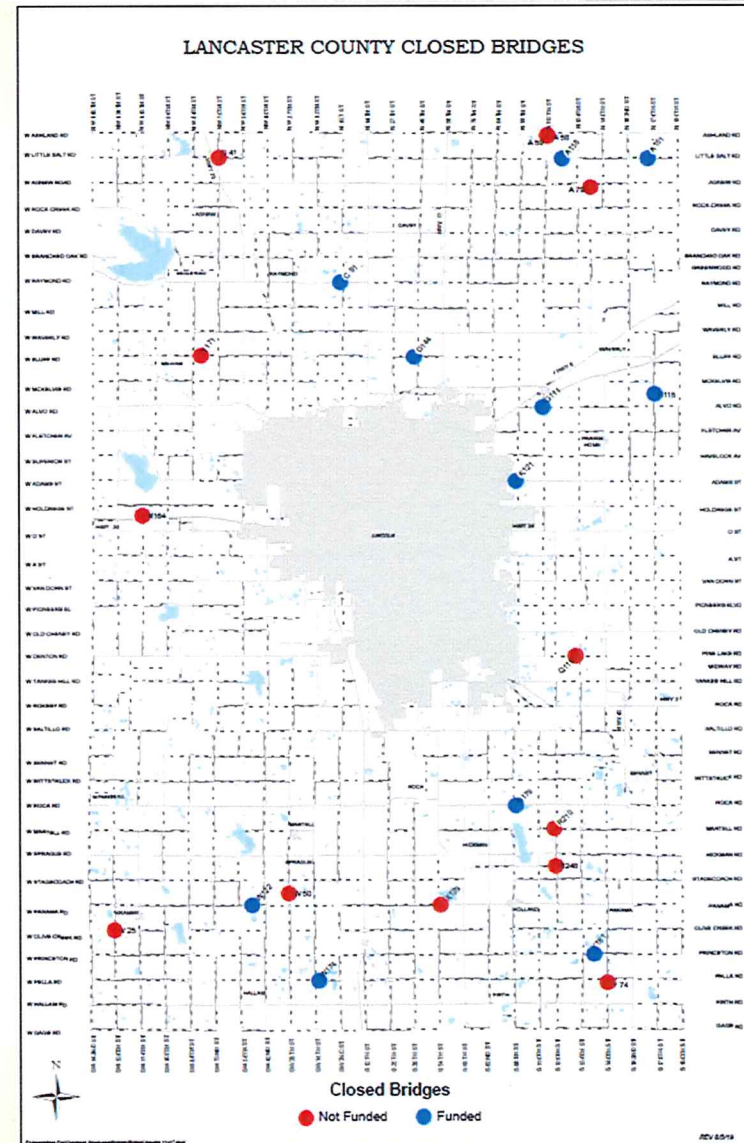
Sufficiency Rating less than 50
current metric in Long Range
Transportation Plan (LRTP)

Scour Critical

Structurally Deficient

Lancaster County Closed Bridges

- Bridges currently closed that are in the current or past budget for replacement
9
- Bridges currently closed that are in the current or past budget for repair
2
- Bridges are closed but have no available funding source
10
- Proposed permanent closure
3

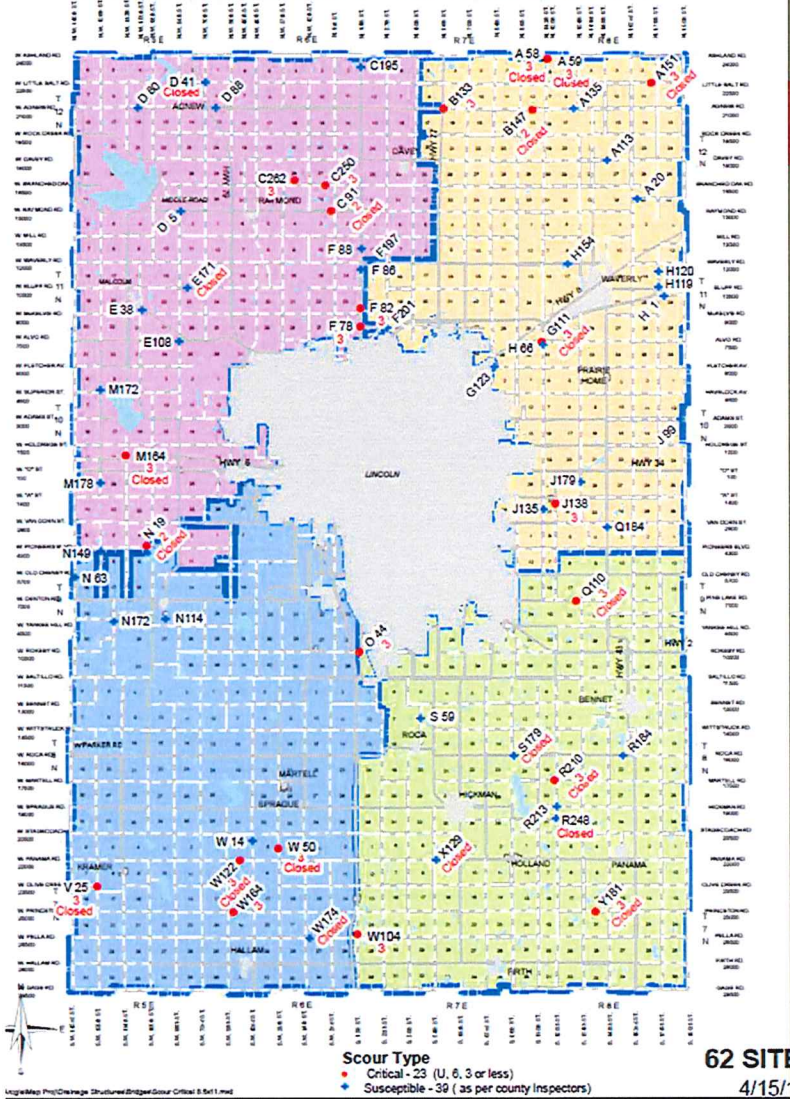


Slide 13

PD1

Pamela Dingman, 7/31/2019

LANCASTER COUNTY SCOUR CRITICAL BRIDGES



Lancaster County Scour Critical/Susceptible

- Scour is the most common cause of bridge failure from flooding.
- Bridge scour occurs when fast moving water around the bridge removes material from behind the abutment and or piers.
- The Bomb Cyclone of March of 2019 added 20 Scour Suspectable Bridges
- Lancaster County Currently has:
 - 23 Scour Critical Bridges
 - 39 Scour Susceptible Bridges



Scour Critical Bridge Failure

T-171 SW 29th Street South
of Sprague Road



Scour Critical Bridge Failure

G-144 Bluff Road between North 27th Street and North 40th Street

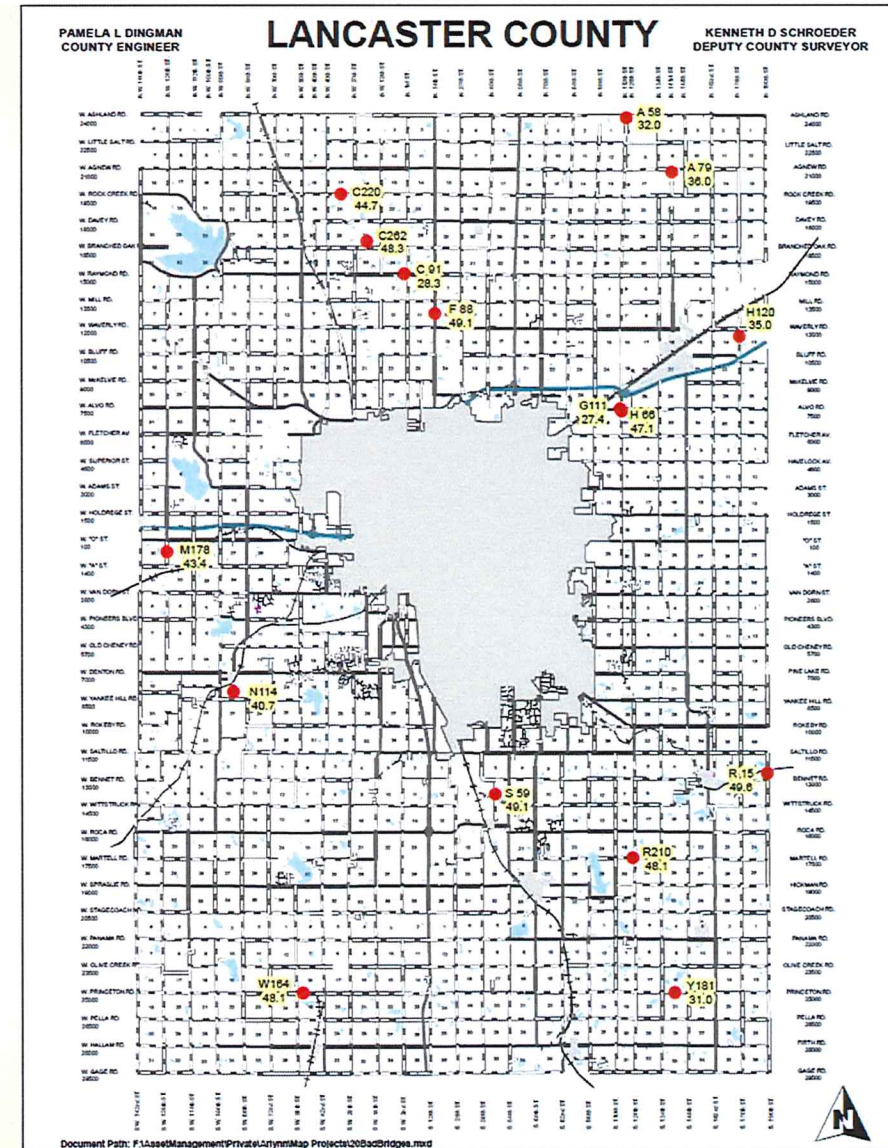
Lancaster County Bridge Sufficiency

Bridges with a Sufficiency Rating less than 50 that are in current budget or past budgets.

3

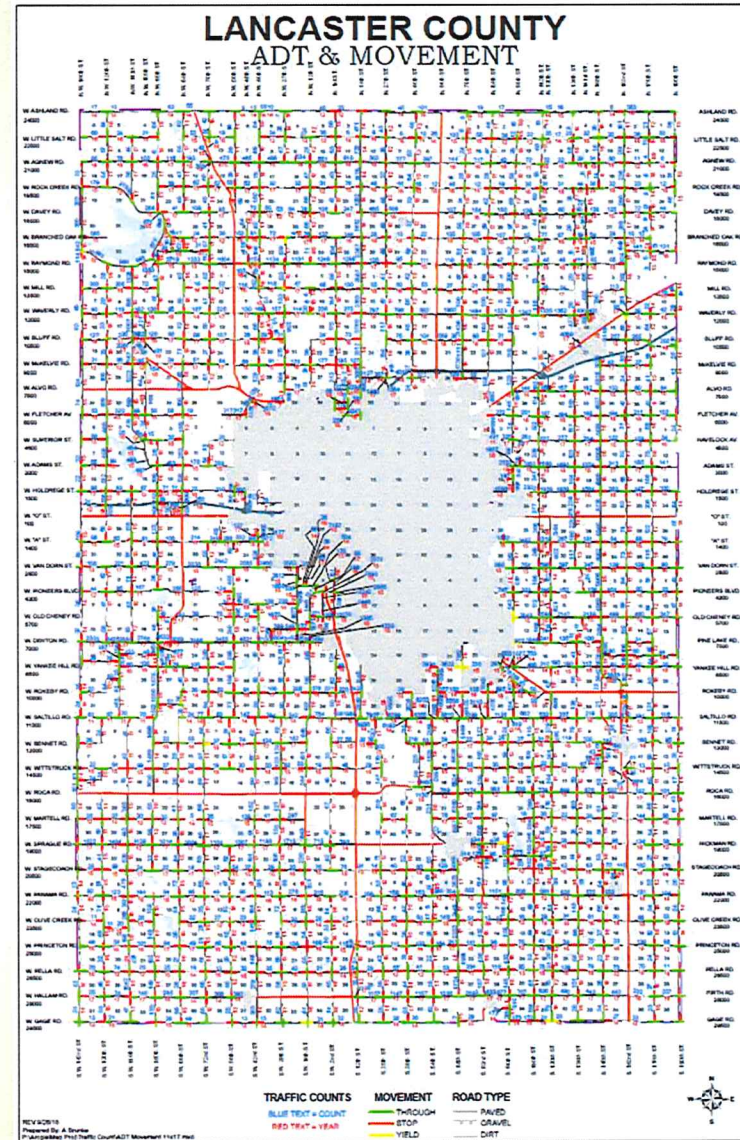
Bridges with a Sufficiency Rating less than 50 that have no available funding source.

14



Lancaster County

Average Daily Traffic Counts (ADT)

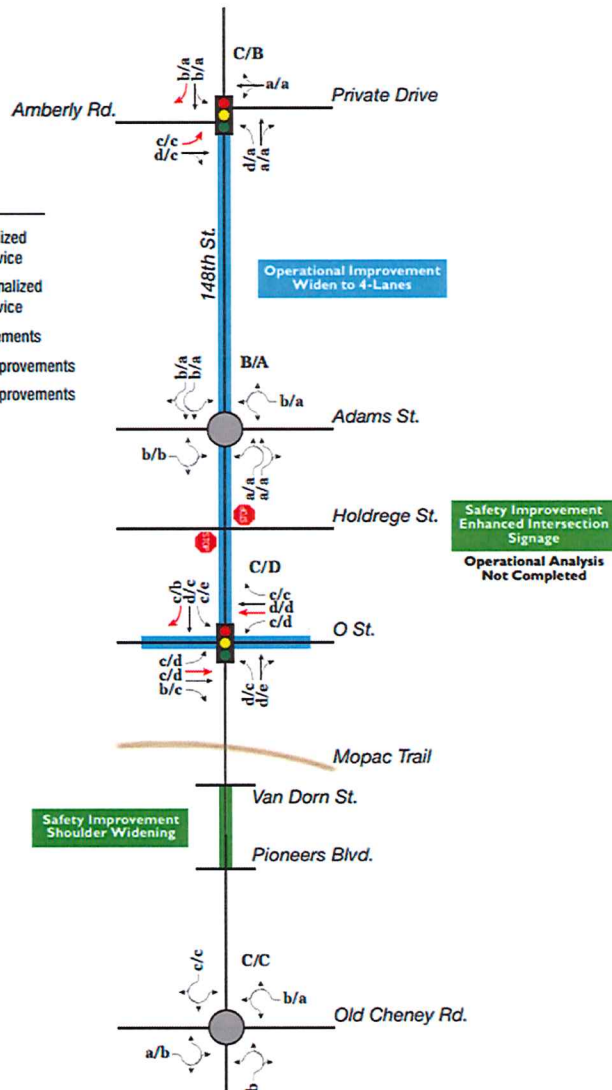


Unpaved
Roads with
ADT of more
than 300



LEGEND

- X/X = AM/PM Peak Hour Signalized Intersection Level of Service
- x/x = AM/PM Peak Hour Unsignalized Intersection Level of Service
- = Proposed Safety Improvements
- ↗ = Proposed Operational Improvements
- = Proposed Operational Improvements Widen to 4-Lanes
- ⊙ = Roundabout
- ⊙ = Stop Sign
- ⬆ = Traffic Signal

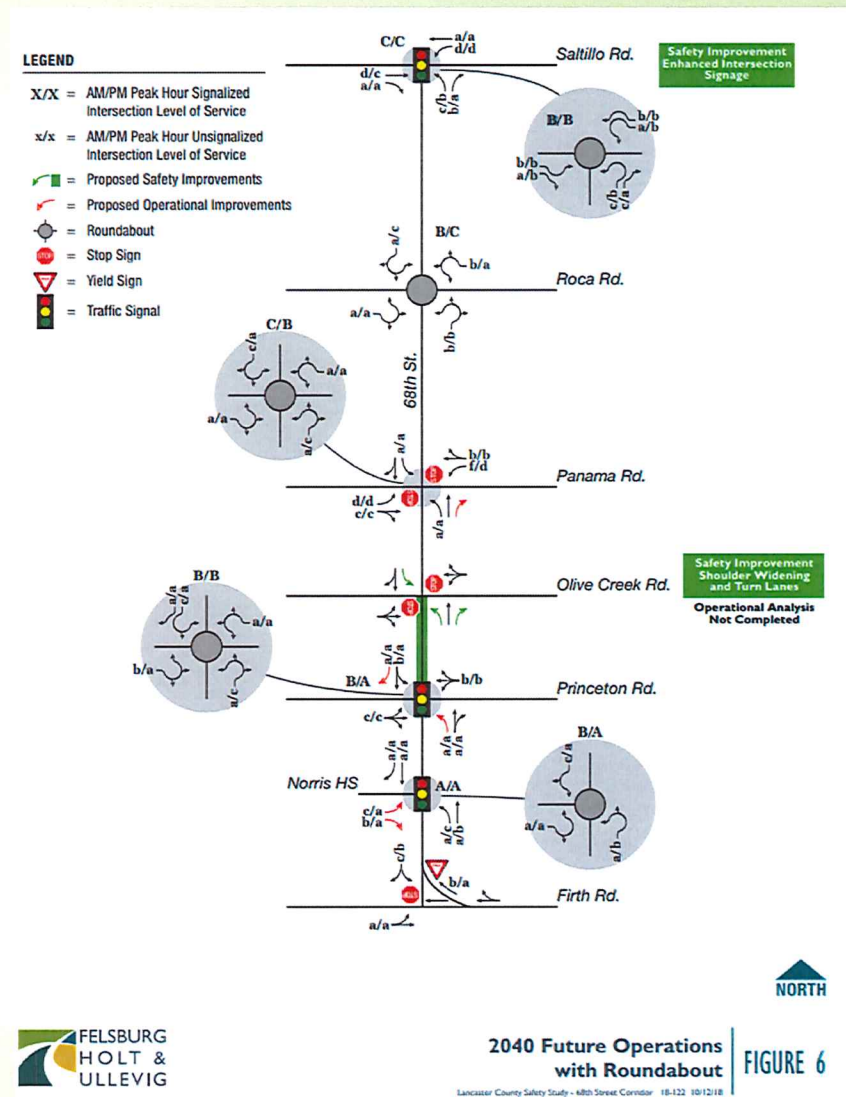


148th Street Safety Study

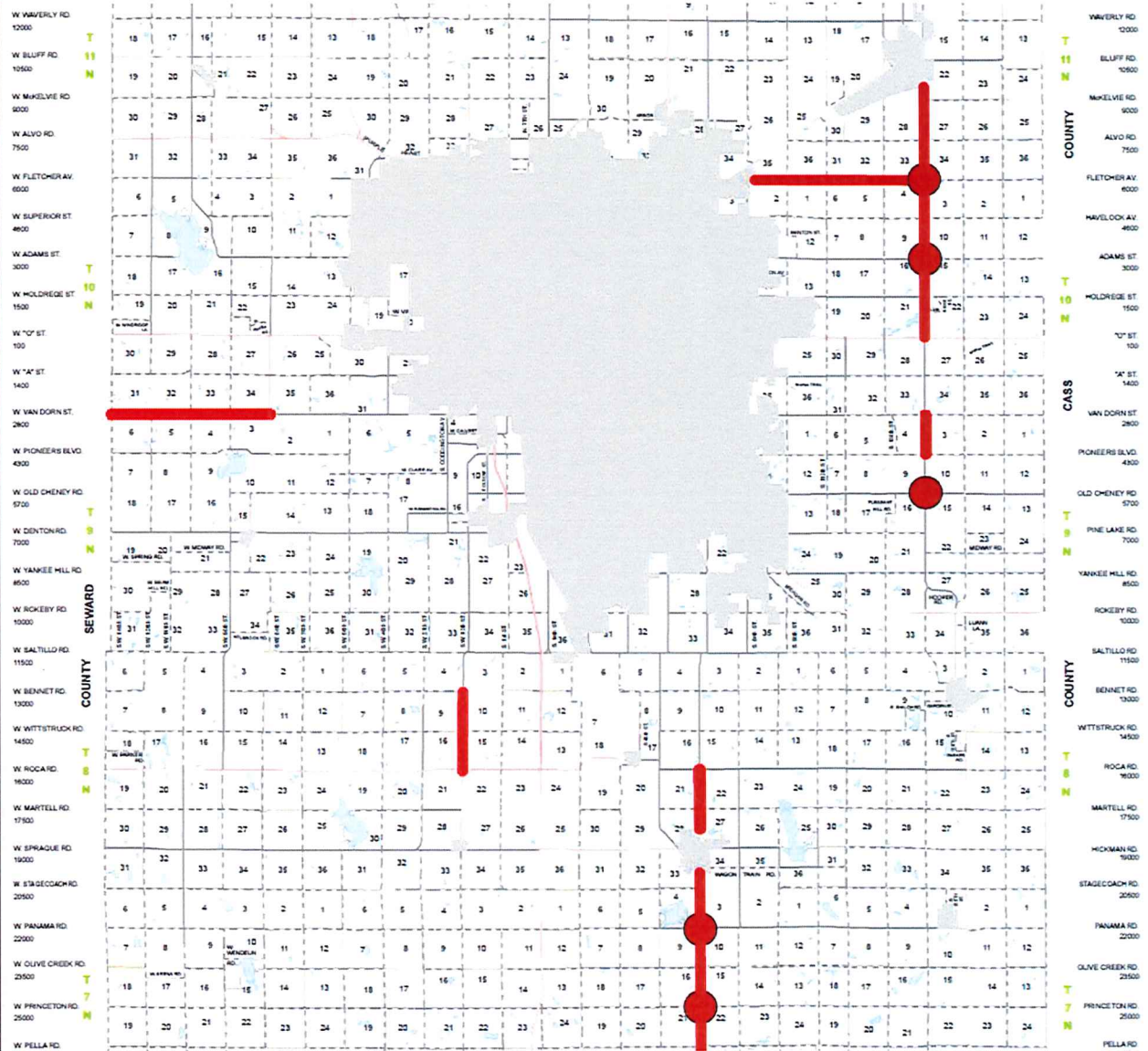
- Safety Improvements
 - \$1,323,030
- Operational Improvements
 - \$46,697,810
- Systemic Improvements
 - \$9,545,200

South 68th Street Safety Study

- Safety Improvements
 - \$1,633,630
- Operational Improvement
 - \$4,673,560
- Systemic Improvements
 - \$9,803,640



Map of Proposed Roadway Wheel Tax Projects





Additional Meeting Dates

- **Lancaster County Transportation Task Force Meeting**

- Tuesday, August 6th @ 2:00 pm
- Lancaster County Extension

- **City of Hickman City Council Briefing**

- Tuesday August 13th @ 7:00 pm
- Hickman City Hall

- **City of Waverly City Council Briefing**

- Wednesday August 14th @ 5:00 pm
- Waverly City Hall

- **Lancaster County Commissioner Briefing**

- Tuesday August 27th @ 9:00 am
- Hickman City Hall

- **North of O Street Community Meeting**

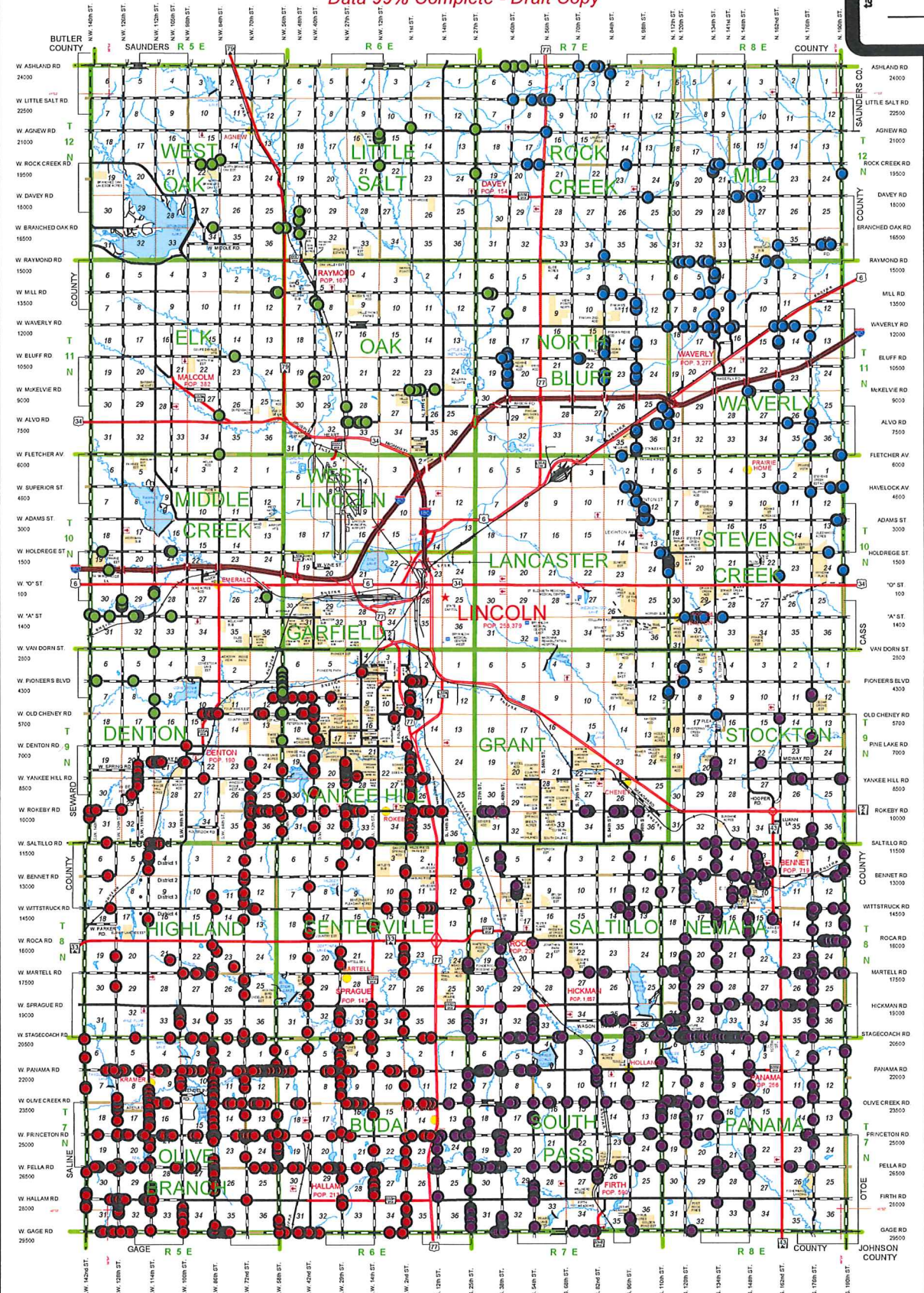
- Wednesday September 11 @ 7:00 pm
- Waverly Community Center Foundation Building

- **South of O Street Community Meeting**

- Thursday September 12 @ 7:00 pm
- Hickman Community Center

Data 99% Complete - Draft Copy

B



- INTERSTATE HIGHWAY
- U.S. HIGHWAY
- STATE HIGHWAY
- RIVIED ROAD
- GRAVEL ROAD
- DIRT ROAD
- DAM WITH ROAD ON TOP
- ROAD MAINTAINED BY ADJOINING COUNTY
- RAILROAD
- MOSAIC TRAIL
- CEMETERY
- COUNTY BOUNDARY
- TOWNSHIP LINE
- SECTION LINE
- UNINCORPORATED VILLAGE
- INCORPORATED VILLAGE OR CITY
- SUBDIVISION
- MAJOR PARKS
- RIVER OR CREEK
- LAKE OR POND
- RESERVOIR WITH DAM
- WETLANDS

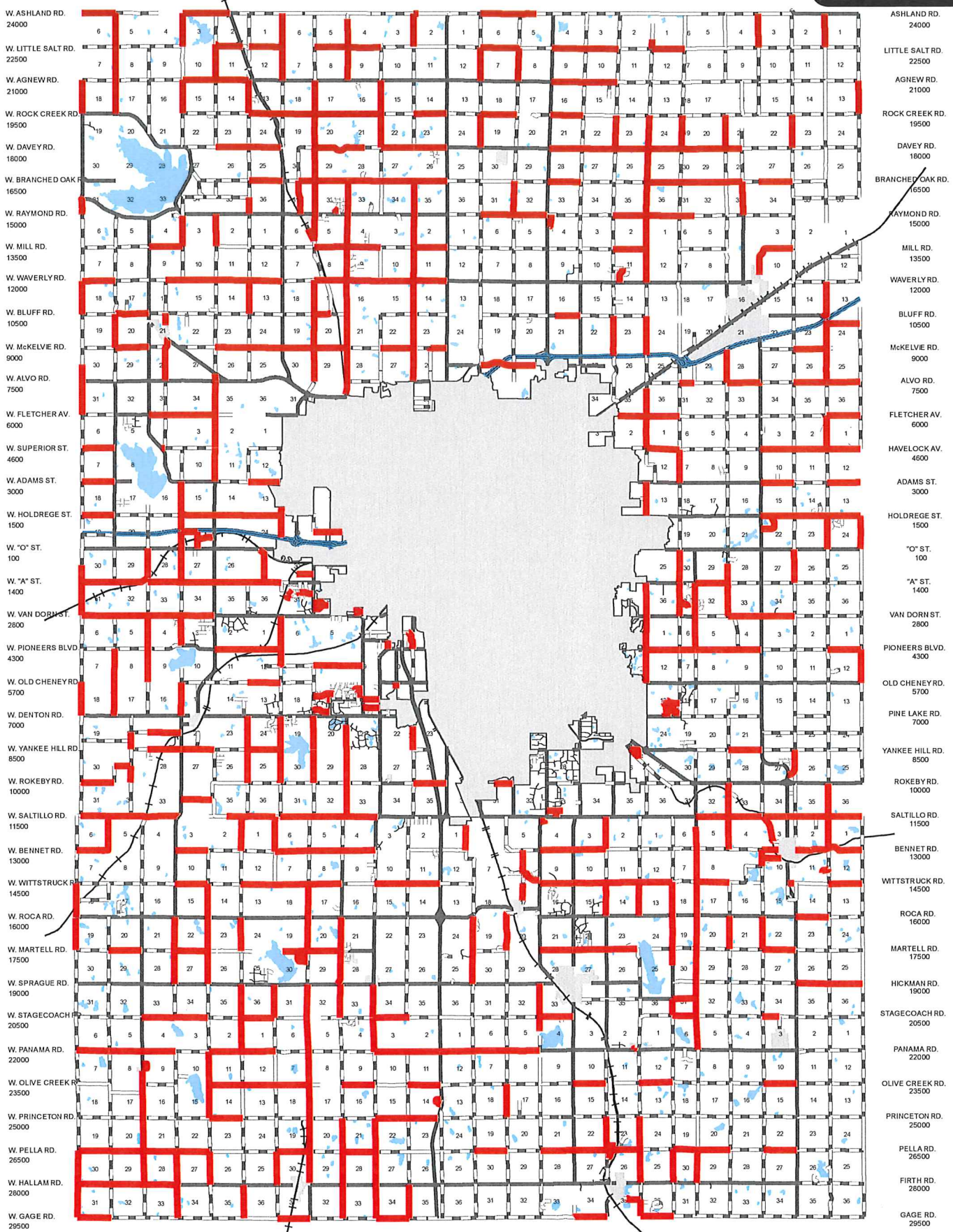
Photograph Locations of Damage
 May 6-7 Storm Event
LANCASTER COUNTY ENGINEERING DEPARTMENT
 444 Cherycreek Road Bldg. C
 Lincoln, Nebraska 68528
 Tel: 402-441-7681 Fax: 402-441-8692

Date: 5/28/2015

COUNTY POPULATION 218,437
 CENSUS BUREAU 2010
 COUNTY AREA 5443 SQUARE MILES

MANUFACTURED BY THE ENGINEERING AND NOTING DEPARTMENT FOR COMMERCIAL PURPOSES
 Main Update: Feb-July 2015
 City/County Update: February 2015

LANCASTER COUNTY



Motor Vehicle Fee Schedule

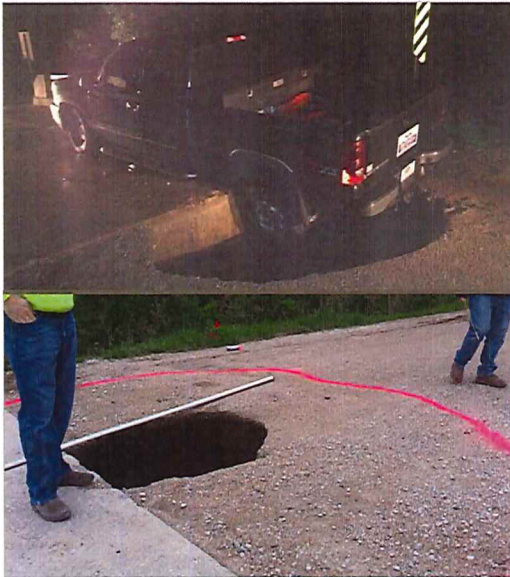
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			2039 \$ 3,356,297.12	\$ 16,849,900.04
			2040 \$ 3,356,297.12	\$ 20,206,197.16
Shoulders on 148th Street (O Street to Amberly Road)	\$ 9,550,000.00	\$ 23,538,033.44	2041 \$ 3,356,297.12	\$ 24,460.84
		Total Revenue from Wheel Tax	\$ 70,482,239.52	



Scour Critical Bridge Failure in Lancaster County in 2015

Infrastructure Task Force Report

Significant Findings:

- Bridges - \$9 million shortfall per year for 20 years
- Roads - \$5 million shortfall per year for 20 years.
- Added revenue from a wheel tax and sales tax would help, however the total funding expected to result from these new sources would not solve Lancaster County's funding gap.

Study Committee

- Doug Hanson - Mayor of the City of Hickman
- Silas Clarke - Hickman City Administrator/Economic Development Director
- Mike Werner - Mayor of the City of Waverly
- Stephanie Fisher - Waverly City Administrator
- Roma Amundson - Lancaster County Commissioner
- Rick Vest - Lancaster County Commissioner
- Pam Dingman - Lancaster County Engineer
- Facilitator: Kent Seacrest-Seacrest & Kalkowski, PC, LLO

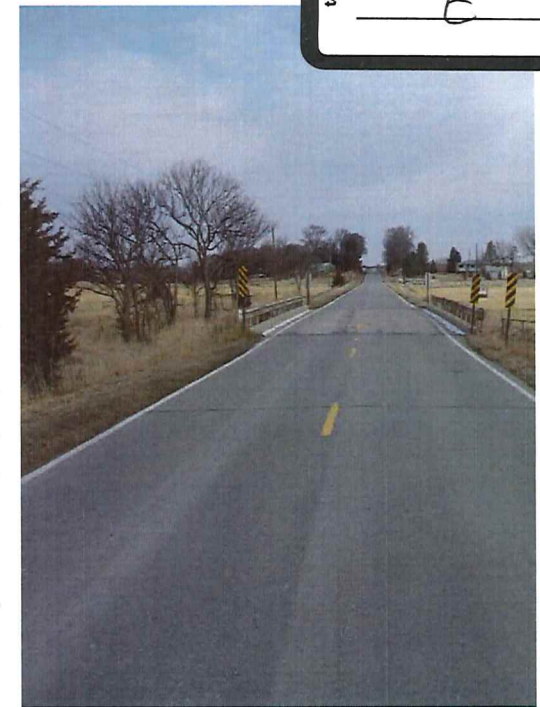
Additional Information

Transportation Strategy Final Report and other reports can be found at:

<http://lancaster.ne.gov/engineer/>

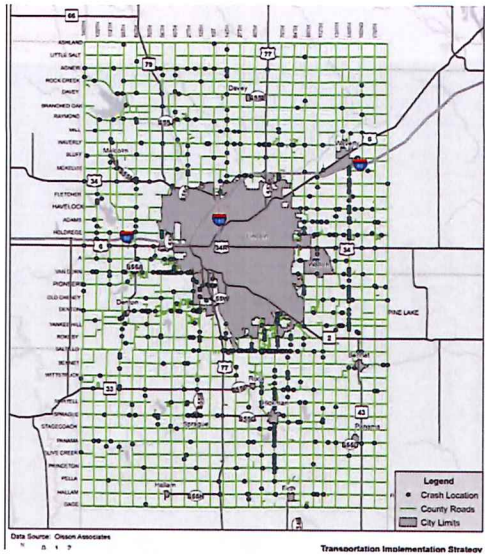


Safe Roads Joint Public
Agency
444 Cherrycreek Dr
Lincoln, NE 68528

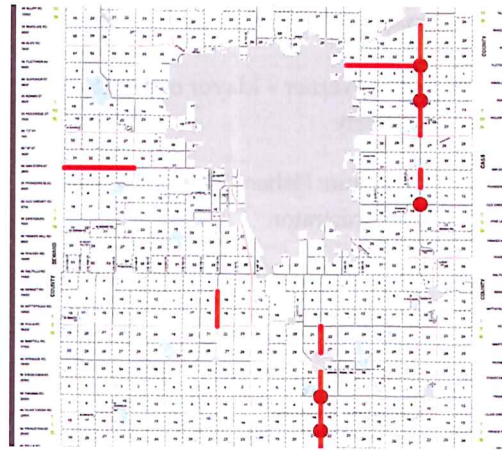


Safe Roads Joint Public Agency

*Study Committee Created by the
Lancaster County Commissioners in
response to the findings of the
Lancaster County Transportation
Strategy Final Report*

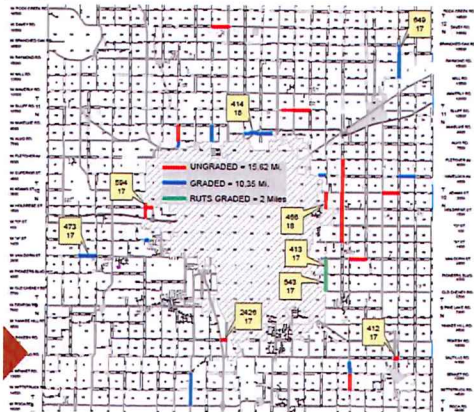


Lancaster County's Roads and Bridges need to meet the continued growth of our county.



Crash Map showing all Crashes 4/2015 to 3/2018

The proposed wheel tax would be focused on improvements to 148th Street and South 68th Street in order to create safer roads in the county's high growth areas. In addition, revenues would be focused on gravel roads that currently have traffic volumes that show the need for paving. There are currently 28 miles of Lancaster County Roads with an ADT of more than 300.

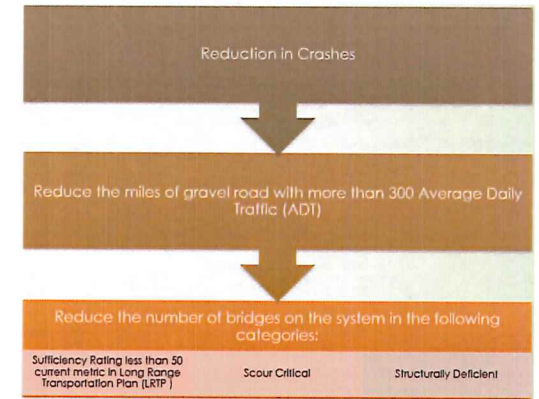


Lancaster Counties Bridges

The proposed wheel tax would also focus on Lancaster County's bridges adding funding to Bridges that have been defined as Structurally Deficient, Scour Critical and have Sufficiency Ratings less than 50.

Lancaster County Scour Critical/Susceptible Bridges

The County had 42 bridges that were Scour Critical or Susceptible prior to the historic weather event of March of 2019; after which that number has risen to 62.



Metrics and Measurements for Success

The metrics and measurements shown above will be used to measure progress.

Estimated Annual Wheel Tax Revenues

The vehicle numbers were provided by the Lancaster County Treasurer in July of 2019.

Jurisdiction	Number of Vehicles in Each Jurisdiction	Estimated Wheel Tax Revenue
Waverly	4,615.00	\$ 361,318
Hickman	2,460.00	\$ 178,559
Lancaster County	37,115.00	\$ 2,816,420
TOTAL	44,190.00	\$ 3,356,297

The chart above assumes a number of possible variants.

The proposed wheel tax follows the City of Lincoln's Streets Improvement Vehicle Tax the typical cost for a vehicle is \$74.