



Lancaster County Transportation Strategy

September 18, 2018



Lancaster County Transportation Task Force

- Roma Amundson
Lancaster County Commission
- Jess Baker
Wilderness Construction
- Joe Bolubasz
Midwest Bank
- Nathan Boone
JEO
- Jennifer Brinkman
Lancaster County Commission
- Lonnie Burklund
City of Lincoln
- Jeffrey Butterfield
RBC Wealth Management
- Tom Cajka
City of Lincoln
- David Cary
City of Lincoln
- Silas Clarke
City of Hickman
- Glynnis Collins
National Audobon Society
- Nick Cusick
Bison, Inc.
- Pamela Dingman
Lancaster County Engineer
- Craig Gana
Gana Trucking
- Rod Hollman
Agriculture
- DaNay Kalkowski
Seacrest & Kalkowski, LLC
- Brian Maschmann
Norris Public School District
- Russell Miller
Lincoln Resident
- Ray Stevens
Natural Resources District
- Miranda Watson
Woods Bros. Realty
- Michael Werner
Mayor of Waverly

Task Force Charge

- Review the condition of Lancaster County's roads, bridges, culverts, and drainage structures
- Assess the County's, existing practices, design standards and previous plans
- Review the current budget and funding sources
- Identify and vet existing future needs
- Define realistic goals and objectives for the County
- Review best practices
- Develop a strategy to close the gap between future needs and available resources

Study Process



Goals and Objectives

Goal 1. Maintenance – Well-maintained roads, bridges and County infrastructure.

Objective - Maintain roads, bridges and County infrastructure to a state of good repair to maximize the value of Lancaster County transportation assets

Goal 2. Mobility and System Reliability – An efficient, reliable, and well-connected transportation system to move people and freight.

Objective - Optimize the reliability of the transportation network

Objective - Provide a reliable network of farm-to-market and home-to-work roadways

Goal 3. Livability and Travel Choice – A multimodal system that provides travel options to support livable communities.

Objective - Consider paved shoulders on paved county roadways

Goal 4. Safety and Resiliency – Provide a safe and resilient transportation network.

Objective - Institute a Roadway Safety Audit Report (RASR) program

Objective - Evaluate the resiliency of the system to natural and human-events



Goals and Objectives

Goal 5. Economic Vitality – A transportation system that supports economic vitality for residents and businesses.

Objective - Improve farm-to-market and home-to-work networks to support county commerce

Objective - Improve county economic competitiveness by enhancing the transportation system to promote business growth

Goal 6. Environmental Sustainability – A transportation system that enhances the natural, cultural and built environment.

Objective - Maintain compliance with air quality standards

Objective - Reduce fossil fuel consumption

Objective - Avoid, minimize and mitigate environmental impacts of transportation projects

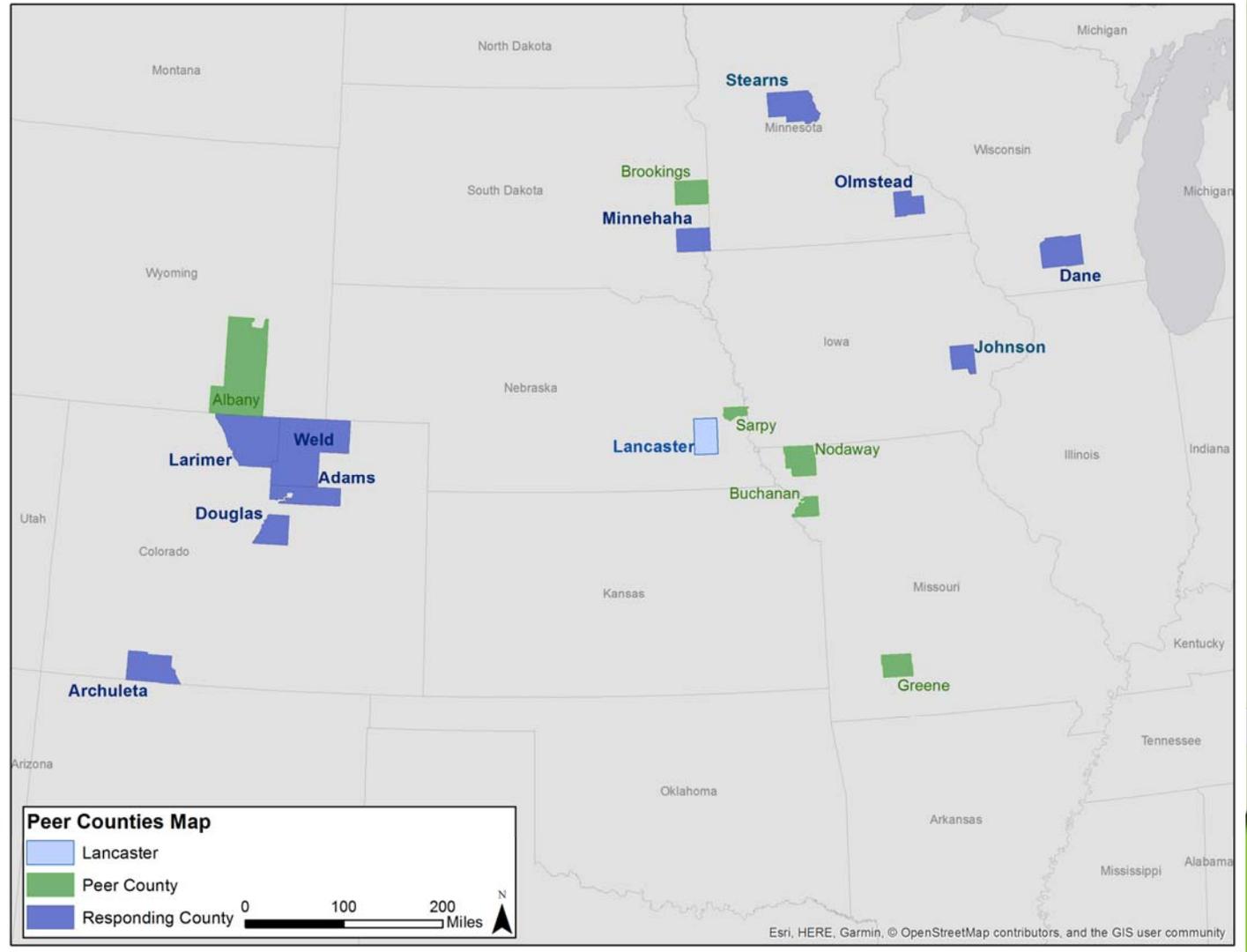
Goal 7. Funding and Cost Effectiveness – Collaboration in funding transportation projects to maximize resources

Objective - Make the best use of public resources

Objective - Decrease the gap between available resources and needed improvements

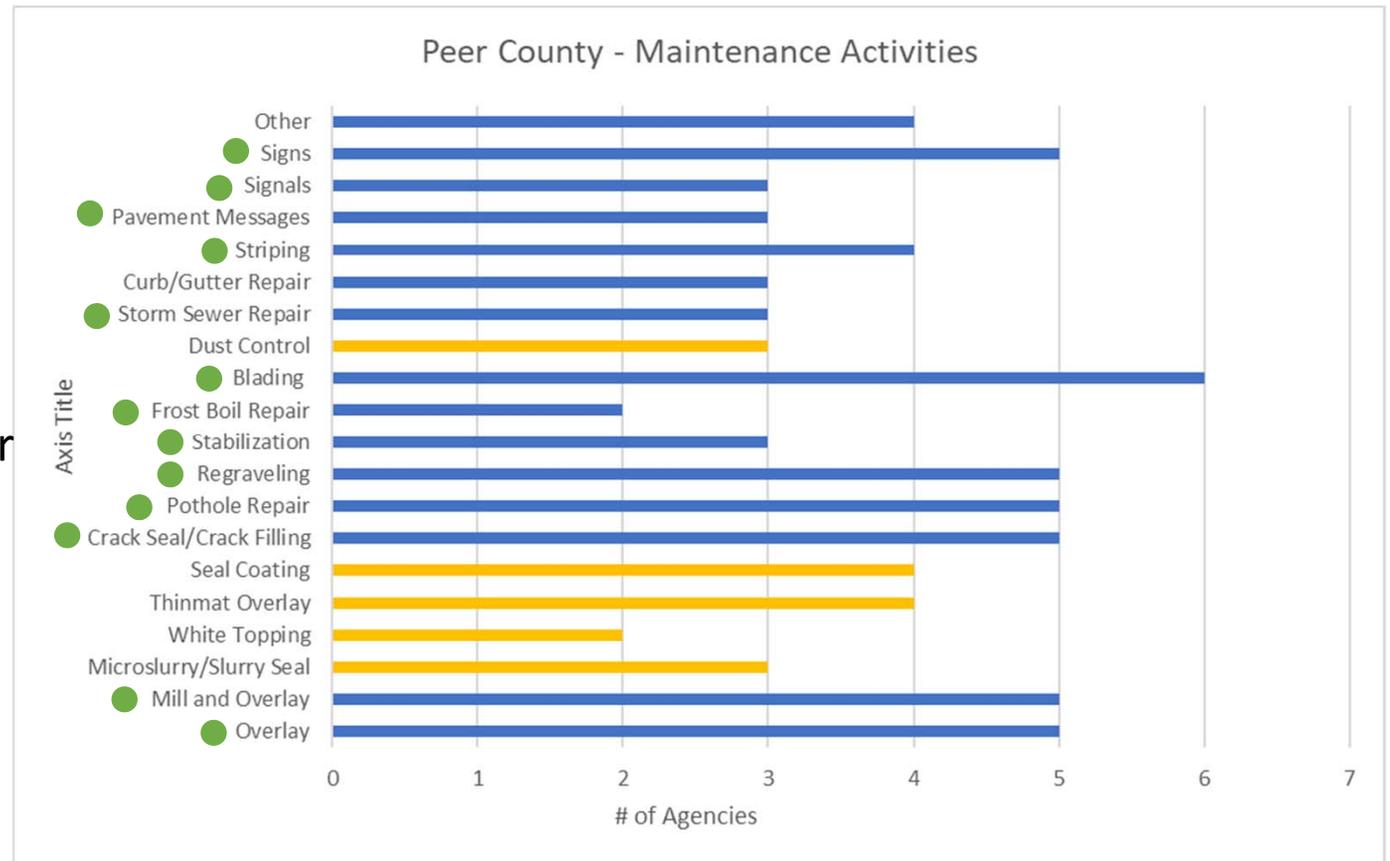


Peer County Review



Peer County Review

- = Lancaster County Maintenance Activities
- very similar to peer activity



Peer County Budget Review

- Lancaster has significantly smaller rural population
 - 9% compared to often 50%+
- Lancaster has more centerline miles to maintain
 - 20% to 44% more
- Lancaster's budget / centerline miles is significantly less
 - \$18k / mile compared with \$28 - \$32k / mile
 - 57% - 64% of average/median



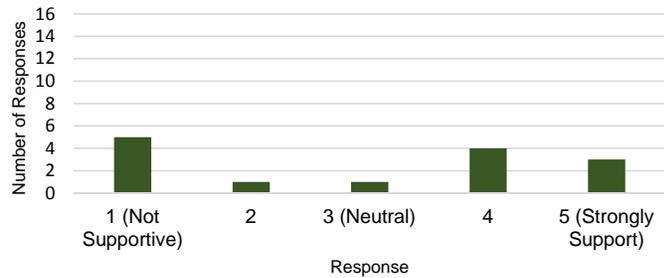
Funding Gap

Total Program Cost over Program Length	\$205,000,000
Annual Cost over Program Length	\$29,000,000
Annual Cost over Program Length (Critical Bridges Only)	\$23,000,000
Annual Existing Funding (from budget, not including outsourcing)	\$14,000,000
Annual Funding Gap	\$15,000,000
Annual Funding Gap (Critical Bridges Only)	\$9,000,000

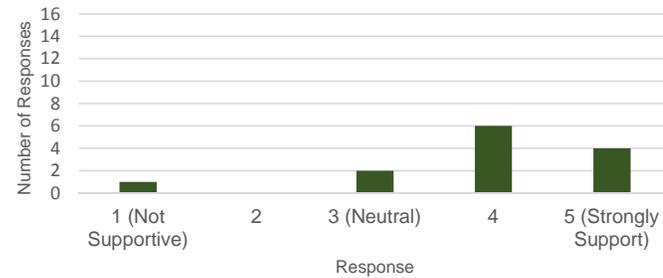
Survey Results

- Survey participants have a positive outlook on the infrastructure (gravel roads, paved roads, and structures) of Lancaster County.
- When maintenance is needed on rural roads the responsibility should be shared by the city and county unless the maintenance of the road is due to a new development. In which case, the responsibility should fall to the developer and the county.
- Out of the discussed funding options, bonds should be considered a strong potential source of funding.
- For new funding, implementing a wheel tax similar to Lincoln was the highest rated option, followed by a new county-wide sales tax. A property tax increase was the least favored option for new revenue.

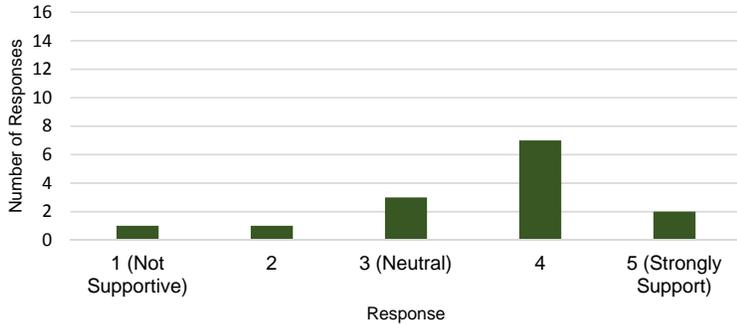
The county should focus on developing a plan to replace the critical bridges only.



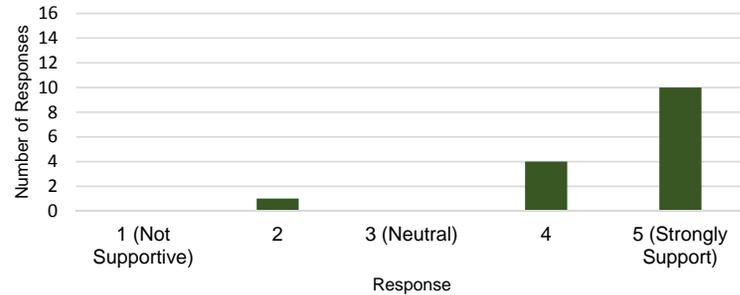
The county should focus on developing a plan to rehabilitate all bridge needs.



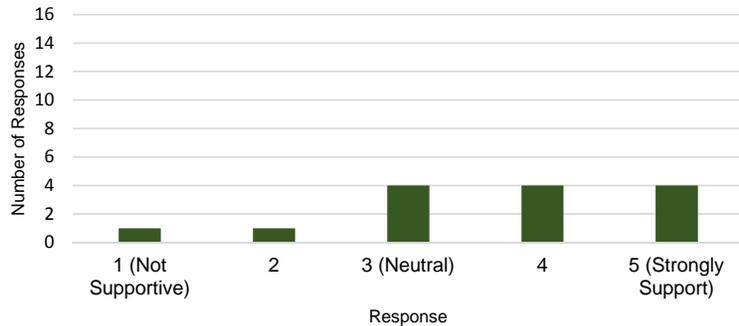
The county should just budget to replace a certain number of bridges per year and prioritize the needs through a multi-year capital improvement plan.



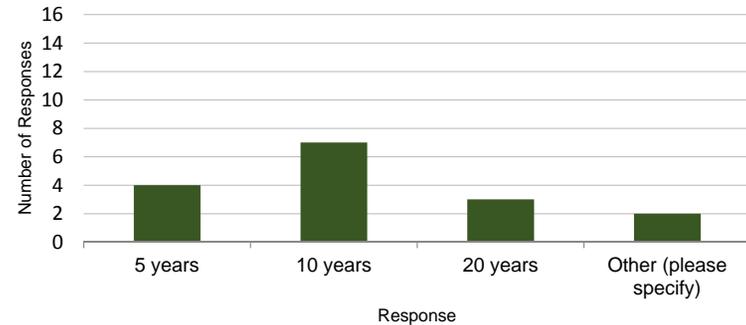
The county should focus on developing a plan to replace the critical bridges over a set time period, plus an on-going replacement program of a certain number of bridges per year.



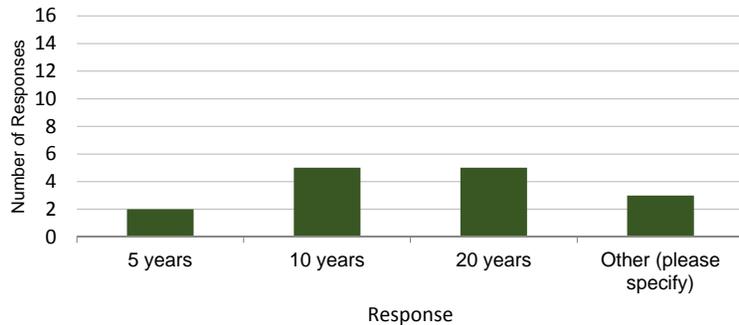
The county should identify bridges that need to be closed and would remain closed to minimize costs to taxpayers



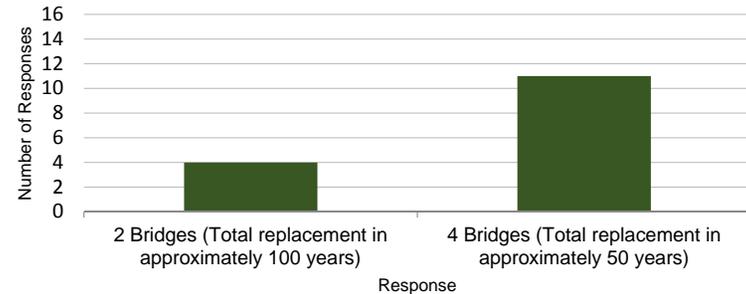
If the county should focus on developing a plan to replace the critical bridges only, how many years should the county plan on to replace these bridges?



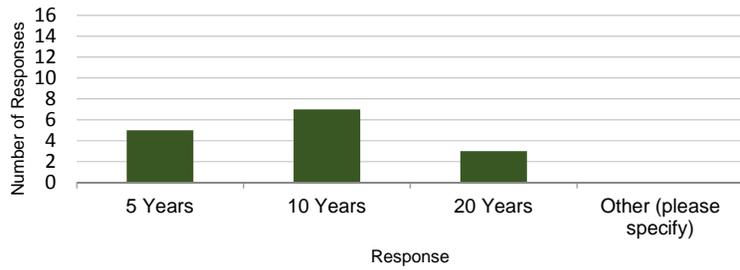
If the county should focus on developing a plan to rehabilitate all bridge needs, how many years should the county plan on to replace these bridges?



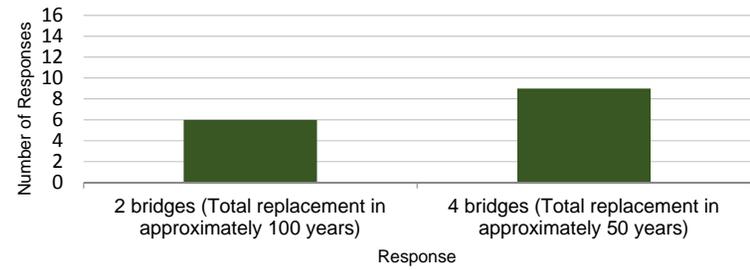
If the county should just budget to replace a certain number of bridges per year and prioritize the needs through a multi-year capital improvement plan, how many bridges per year should the county budget for?



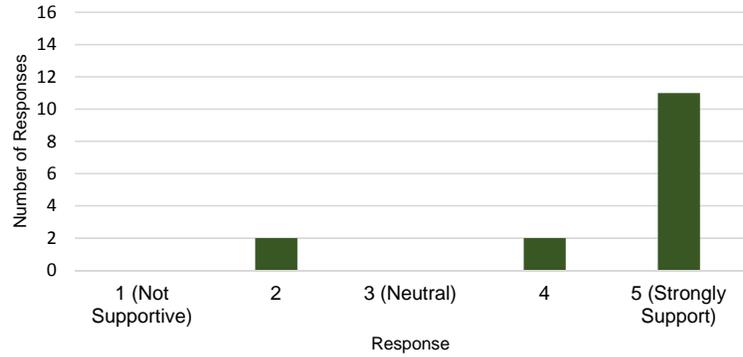
If the county should focus on developing a plan to replace the critical bridges over a set time period, plus an on-going replacement program of a certain number of bridges per year, how many years should the county plan to on to replace the critical brid



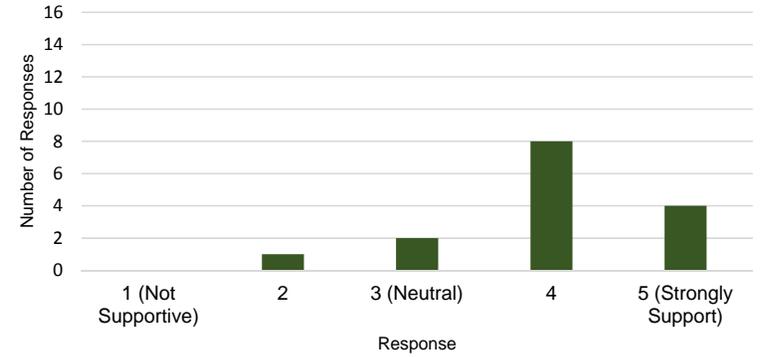
If the county should focus on developing a plan to replace the critical bridges over a set time period, plus an on-going replacement program of a certain number of bridges per year, how many bridges per year should the county budget for?



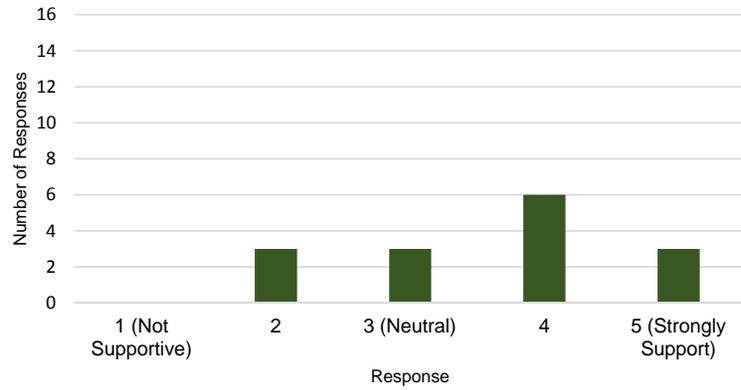
Traffic volumes (lower volume roads have lower priority)



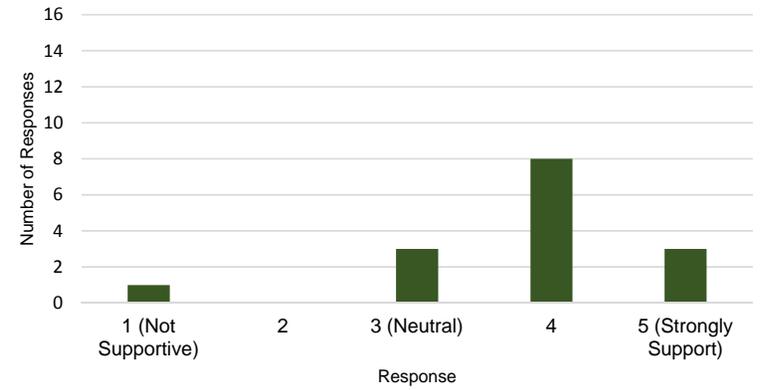
Length of detour resulting from closure (longer detours have higher priorities)



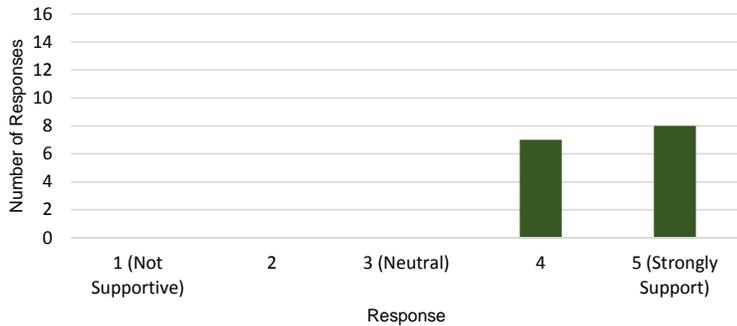
Access to co-op grain locations



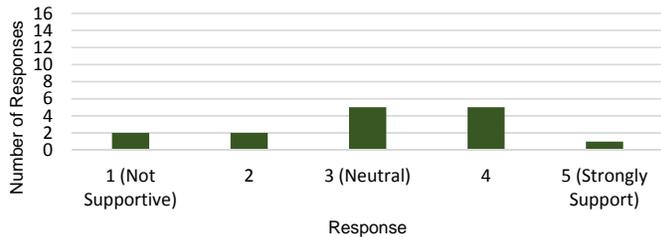
Access to schools



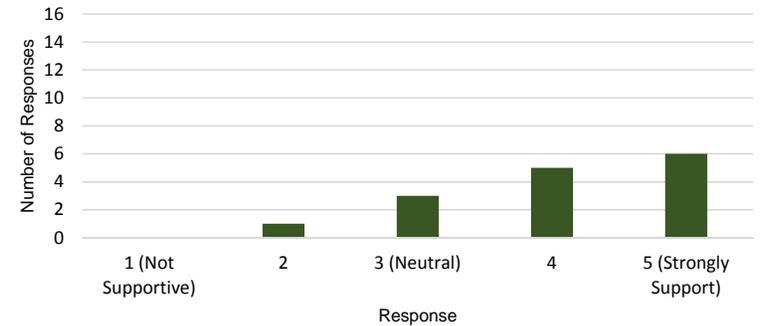
“The gravel roads in Lancaster County are in relatively good shape, consistent with my expectations of what a rural road should be.”



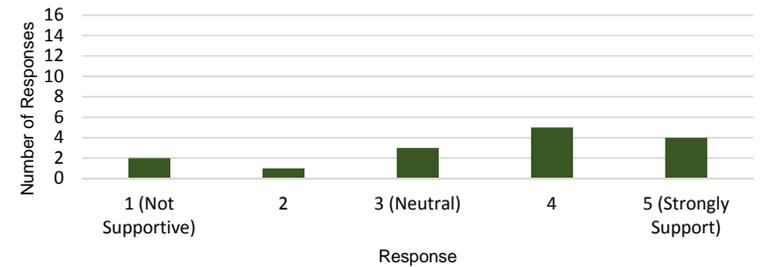
“The drainage structures in Lancaster County are in relatively good shape, consistent with my expectations of what rural structures should be.”



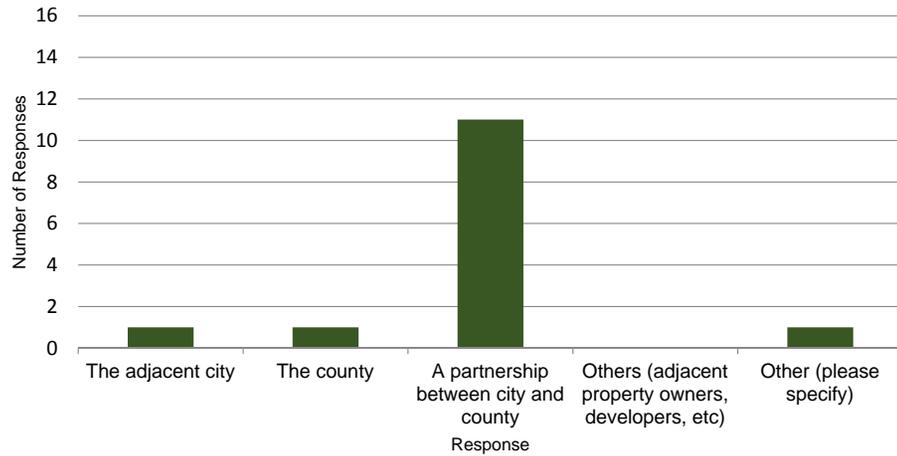
“The paved roads in Lancaster County are in relatively good shape, consistent with my expectations of what a rural road should be.”



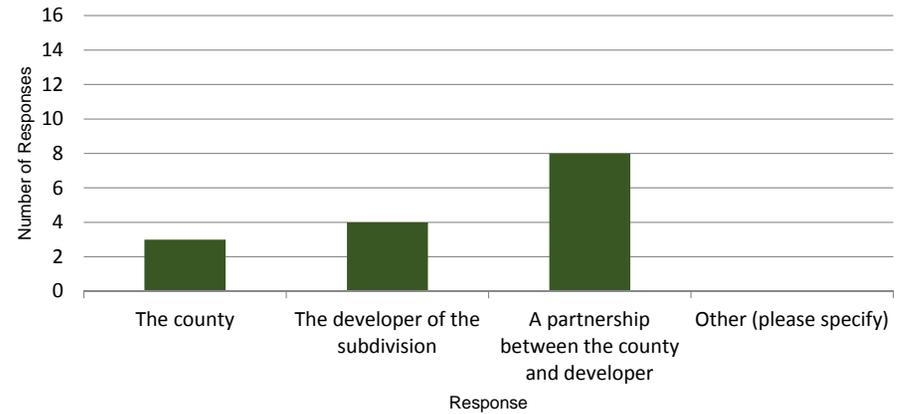
For paved roadways there are a number of treatments available for shoulders, including graded earth, gravel, and paved options. Would you like to see the County prioritize paving shoulders on higher speed paved roadways?



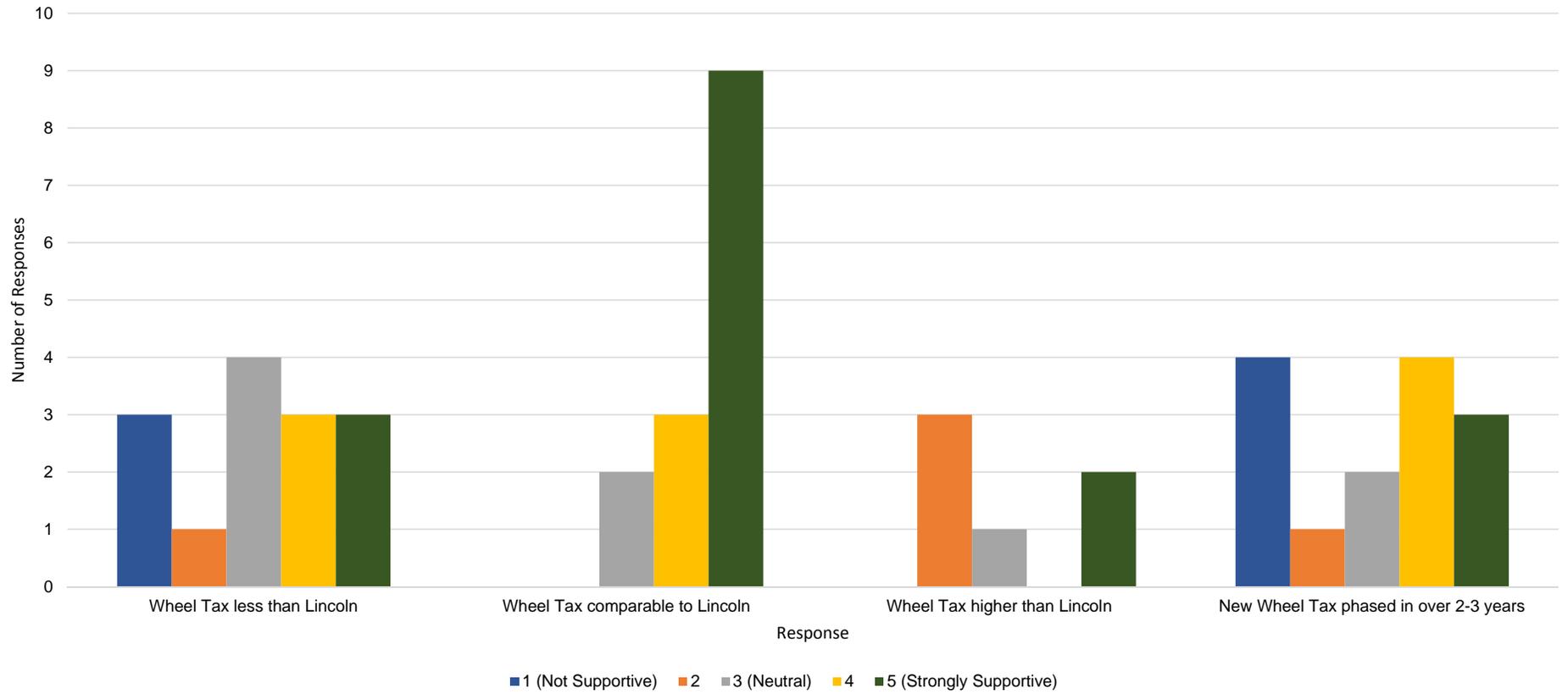
If the roadway is within the zoning control of an adjacent community (within 3 miles of Lincoln, 1 mile of Waverly, etc.), who should be responsible for paving the roadway when it meets the 400 vehicles per day threshold?



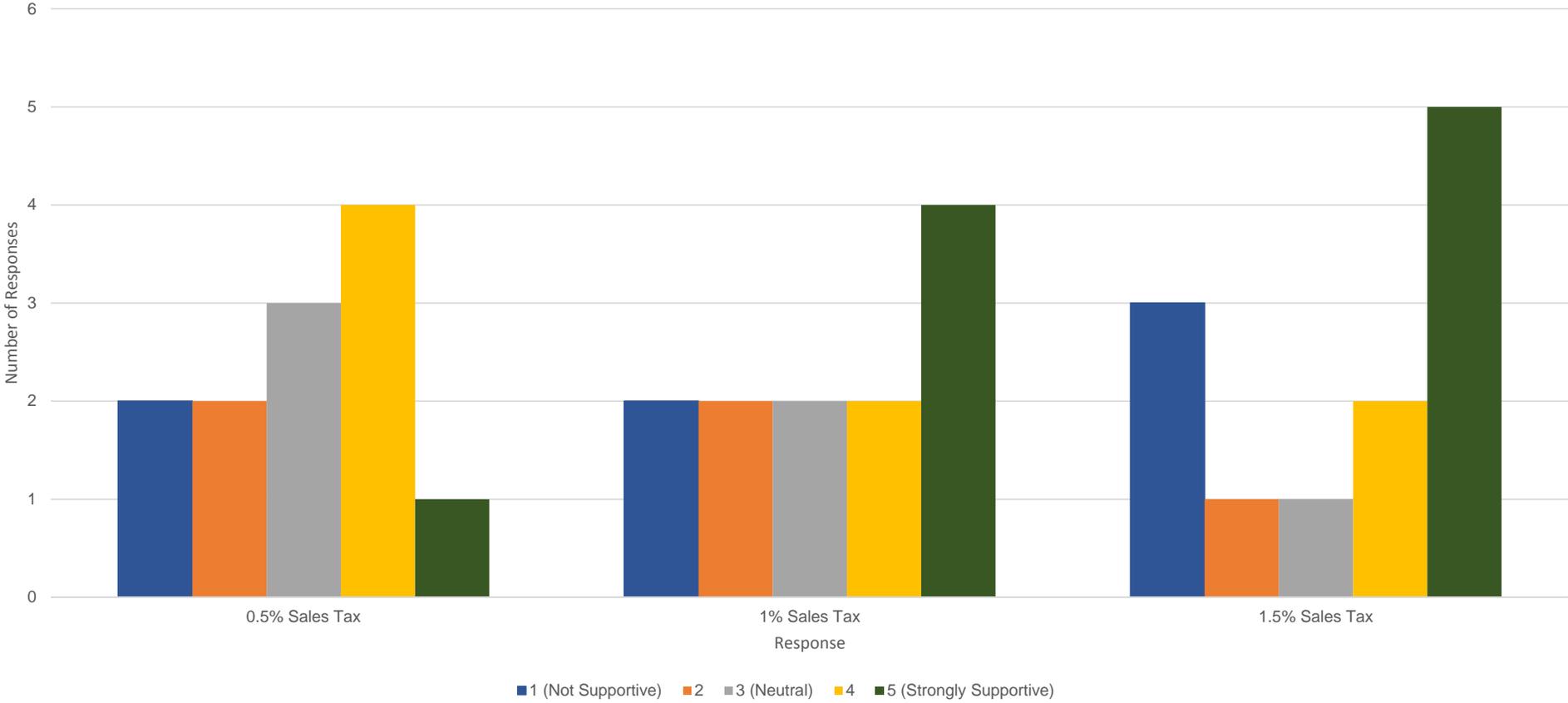
If the roadway is in a rural area and the need is forecasted by a rural development, such as a new rural subdivision, who should be responsible for paving the roadway?



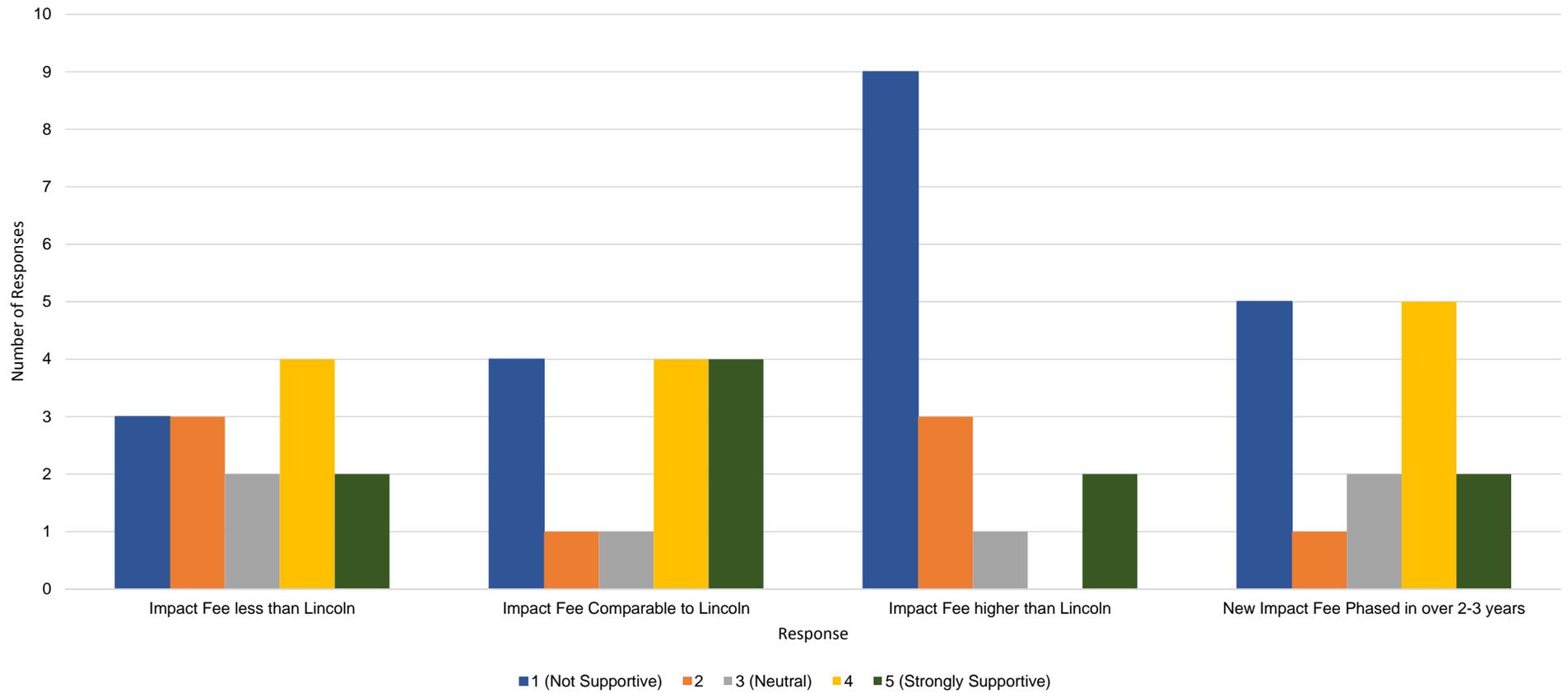
Use of Wheel Tax



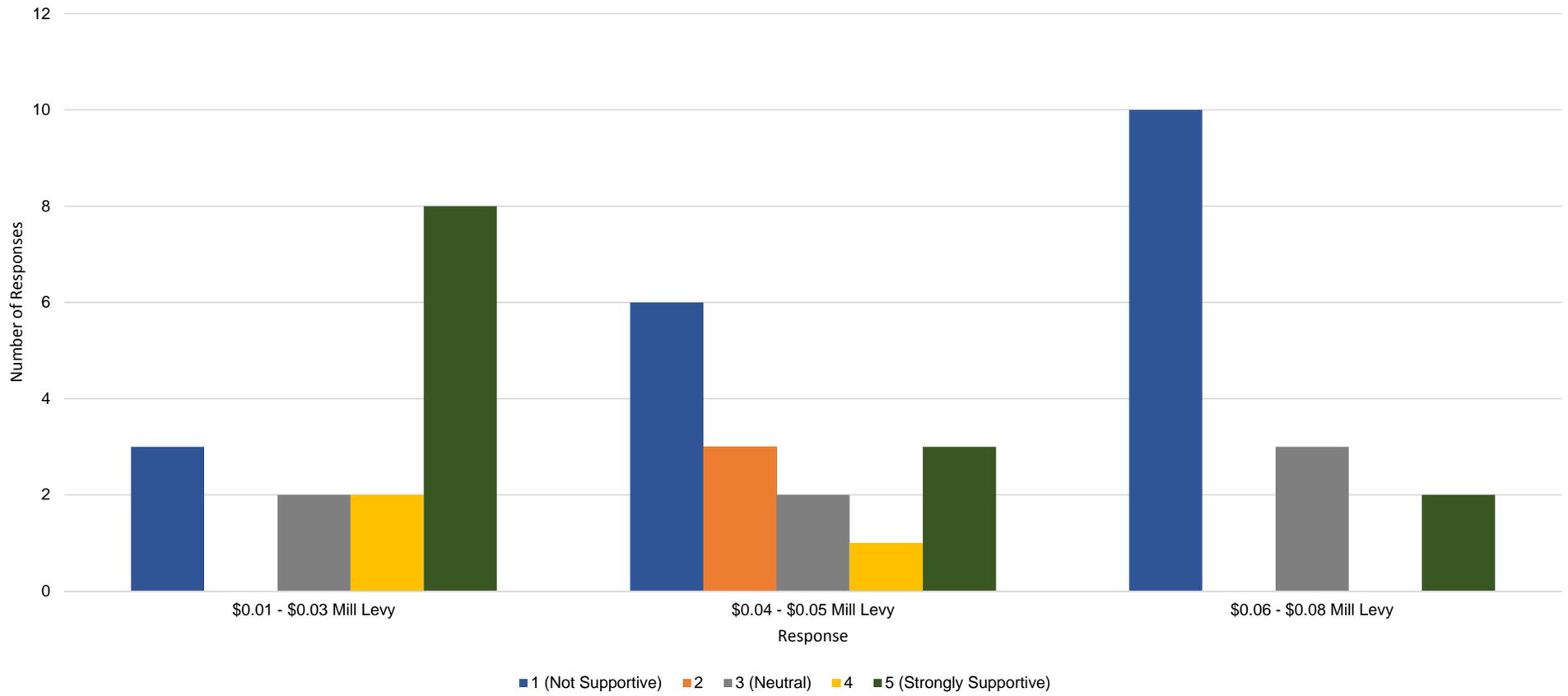
Sales Tax Funding Option



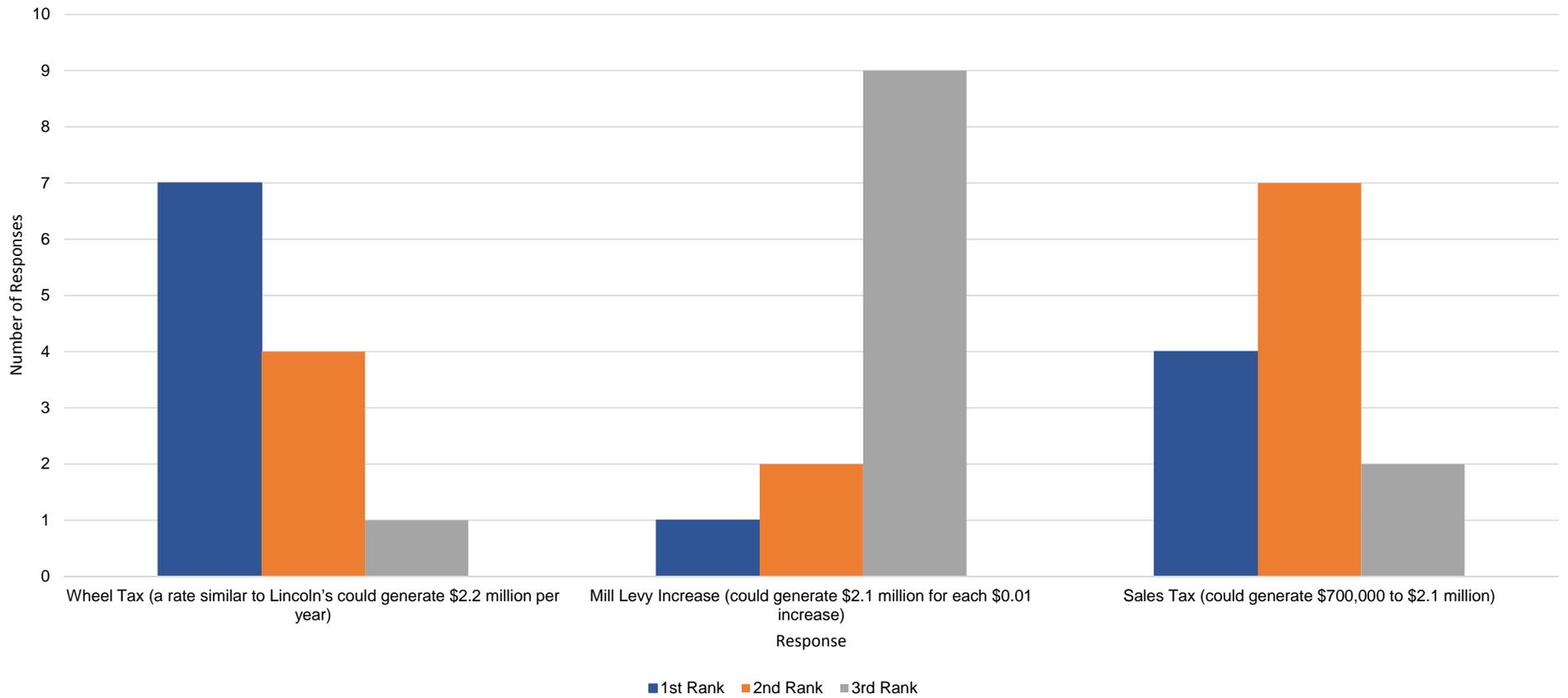
Use of Impact Fee



Use of Mill Levy



Funding Option Ranks



Infrastructure Recommendations

- **Gravel Roadways** – Maintain current program
- **Roadway Safety Audits (RSA)** – Pilot a program to proactively identify safety concerns and remedies
- **Bridges, Culverts and Pipes** – Begin strategic reduction and upgrade all bridges over the next 50 years
- **Paving Roadways** – Develop a formal paving transition program
- **Roadways within Growth Areas** – Develop a cost sharing policy and program with growth communities and developers
- **Pavement Management** – Continue development of a pavement management system

Policy Recommendations

- **Additional Funding** – consider use of wheel tax, county-wide sales tax, and/or property tax.
 - Wheel tax and sales tax would not entirely close funding gap.
- **Safety Improvement Fund** – develop a program to focus available funds on safety improvements
- **Capital Improvement Plan (CIP)** – develop a 4-10 year program for identifying and planning major investments
- **Master Plan for Facilities** – Similar to CIP, but focused on county facilities such as offices, garages, maintenance facilities.
- **Upgrade Subdivision Regulations**
- **Director of Operations / Deputy Engineer** – non-political professional to provide consistent leadership and direction.

Lancaster County Transportation Strategy

**Group Discussion
Next Steps**



Discussion/Questions

Thank you!!

Jeff McKerrow, PE, PTOE
jmckerrow@olssonassociates.com

Nick Weander, PTP, MPA
nweander@olssonassociates.com

