

**Programs, Projects & Operations
Subcommittee Meeting
December 12, 2006
7:00 p.m.
Agenda**

Programs, Projects & Operations:

John Conley, Chairman
Rich Tesar, Vice-Chairman
Fred Conley
Rich Jansen
Rick Kolowski

Alternate Members: Dorothy Lanphier
Jim Thompson

Staff Liaison: Gerry Bowen *
Martin Cleveland
Ralph Puls
Dick Sklenar
Paul Woodward

1. Meeting Called to Order – Chairperson John Conley
2. Notification of Open Meetings Act Posting and Announcement of Meeting Procedure – Chairperson John Conley
3. Quorum Call
4. Adoption of Agenda
5. Proof of Publication of Meeting Notice
6. Review and Recommendation on Second Addendum to Cole Creek Flood Mitigation Program Interlocal Agreement with the City of Omaha – Paul Woodward and Kirk Pfeffer, Omaha Public Works
7. Update on Forrest Run Channel Improvement Project – Paul Woodward and Mike McIntosh, Lamp Rynearson and Associates
8. Review and Recommendation on Tern and Plover Conservation Partnership Funding – Gerry Bowen and Renae Held, UNL School of Natural Resources
9. Review and Recommendation on Eastern Nebraska Water Resources Assessment (ENWRA) Interlocal Agreement – Gerry Bowen
10. Report on Hybrid Vehicle Investigation – Jean Tait and Martin Cleveland

11. Update on Repairs at Hwy 64 Elkhorn River Access – John Winkler, Marlin Petermann and Paul Peters

12. Adjourn

Memorandum

To: Programs, Projects & Operation Subcommittee
From: Paul Woodward, Water Resources Engineer
Date: December 4, 2006
Re: Second Addendum to Cole Creek Inter-Local Agreement

In May 2004, the District amended the previous September 2002 Cole Creek Inter-Local Agreement to provide up to \$1.4 million to the City of Omaha in order to acquire additional flood-prone properties along Cole Creek. With this financial assistance from the NRD, the City of Omaha has made several improvements to mitigate flood damages along Cole Creek from Cass Street to Military Street. Over the last 4 years, the City has purchased over 30 homes with property along the creek that are subject to repetitive flooding, see attached maps. In addition, the City has replaced the previously undersized Western Avenue culvert with a much larger culvert and improved channel that will pass larger flows and debris. The costs of these improvements have accumulated to over \$4.6 million with \$2.2 million coming from FEMA grants.

Despite these efforts, there is still a need to replace upstream culvert crossings to allow more unrestricted flows. The City has plans within the next 4 years to replace 2 culverts at Seward and Hillside Streets. The total estimated cost of these culvert replacements is over \$1 million each. Therefore, in an effort to continue this project and reimburse the City for approximately 50% of the costs incurred, enclosed for your consideration is a Second Addendum to increase annual funding to \$250,000 per year and extend NRD funding for four years (FY 2007 thru FY 2010). This would increase the total NRD funding to \$2.1 million over an 8 year period (FY 2003 to FY 2010).

This doesn't mean that the District or the City is giving up on more buyouts along Cole Creek. Recently, the City and the District met with the Corps of Engineers to discuss a more comprehensive stream and environmental restoration project. Federal dollars would have to be appropriated in order for the Corps to perform a feasibility study.

In conclusion, additional funds are needed to upgrade culverts along Cole Creek to allow more floodwaters and debris to flow unrestricted downstream. The attached second addendum to the original interlocal agreement with the City would allow the NRD to provide Floodway Purchase Program funding for this purpose.

Management recommends that the Subcommittee recommend to the Board that the General Manager be authorized to execute the Second Addendum to the Cole Creek Flood Mitigation Program Agreement with the City of Omaha for a maximum cost share of \$2,100,000 over eight years, subject to changes as deemed necessary by the General Manager and approval as to form by District Legal Council.

Memorandum

To: PPO Subcommittee
From: Paul Woodward, Water Resources Engineer
Date: December 8, 2006
Re: Update on flooding issues in Forrest Run and Lyman Highlands Subdivisions near Gretna, NE

Last month, the Board requested that staff investigate the potential for a channel improvement project through the Forrest Run Subdivision near Gretna, NE to alleviate flooding problems. In response to the Board's action, District management retained Lamp, Rynearson & Associates (LRA) to prepare a preliminary channel improvement design and cost estimate. They were also asked to compare potential flood inundation limits within the subdivision with and without a channel improvement. A copy of a preliminary grading plan and cost estimate for the channel design is enclosed along with a report of LRA's preliminary hydrologic and hydraulic evaluation.

The preliminary results show that the proposed channel will provide a corridor for small rains, but flooding is anticipated annually because it will not contain a 1-year flood event. There is minimal improvement in the 5-year flood event and no improvement in the 100-year flood event. Maps showing these inundation areas are included in the report. Preliminary plans also show that several existing trees and utilities will need to be relocated or replaced. Total cost of the project, including construction, relocation and engineering, is estimated at \$133,648.00.

Before the District can make a decision on the project, additional information is needed. First, the staff has yet to meet with the City of Gretna or Sarpy County to discuss cost share for the project. Second, right-of-way allowing the District and/or other governmental agencies to construct and maintain the channel needs to be addressed. A decision will also need to be reached as to who should be responsible for operation and maintenance. Finally, the Board will need to determine the best approach for constructing the channel and meeting future maintenance demands.

Once these issues have been addressed, the District will be able to make a well-informed decision of whether or not to proceed with final design, permits, and construction.

Agenda Item 8.

Memorandum

To: Programs, Projects and Operations Subcommittee

Subject: Tern and Plover Conservation Partnership – Request for Funding

Date: December 6, 2006

From: Gerry Bowen

The District received a funding request (see attached letter) from Renae Held, with the Tern and Plover Conservation Partnership (TPCP), a cooperative venture (see attached description) with twelve entities (see attached list), including the University of Nebraska-Lincoln (UNL) and the Nebraska Game and Parks Commission (NGPC).

The TCPC's mission is to protect the endangered least tern and the threatened Piping Plover and to prevent and resolve conflicts with the sand and gravel industry. The species use the sand and gravel mining areas for nesting.

The request is for a contribution of \$5,000 in 2007 to help fund seasonal personnel to monitor tern and plover nesting sites along the Platte and Elkhorn Rivers, and to help resolve conflicts as they arise throughout the year. They are also requesting a similar amount of funding from the Lower Platte South and Lower Platte North NRDs. As noted in the request letter, the TCPC has also secured partial funding from the sand and gravel industry. The program has been totally grant-funded in the past, with an annual budget of approximately \$50,000.

Management recommends that the Subcommittee recommend to the Board that the District provide financial assistance in the amount of \$5,000 to support the 2007 program activities of the Tern and Plover Conservation Partnership.

Memorandum

To: Programs, Projects and Operations Subcommittee

Subject: Eastern Nebraska Water Resources Assessment (ENWRA) Interlocal Agreement

Date: December 5, 2006

From: Gerry Bowen

In August, the Board voted to support the Eastern Nebraska Water Resources Assessment Project. This support led to approval of a grant from the Integrated Water Management Program (IWMP) administered by the Nebraska Department of Natural Resources (NDNR) to conduct the pilot studies anticipated in the application. An interlocal agreement for the project is attached.

As you may recall, ENWRA is a project to map the geology and groundwater hydrology of eastern Nebraska. The cooperating agencies are the Lower Elkhorn NRD, Lower Platte South NRD, Lower Platte North NRD, Nemaha NRD, Lewis and Clark NRD, and the Pappio-Missouri River NRD, with the assistance of the NDNR, UN-L Conservation Survey Division (CSD), and the US Geological Survey (USGS). The project anticipates conducting three pilot studies, one of which will be in the Ashland area and includes southwestern Sarpy County.

The project has a three year life span, even though the agreement has a five year life. The total cost of the project is \$2,171,000 (see attached budget). The District's contribution totals \$75,000 over the life of the agreement (\$15,000 in Year 1 and \$30,000 in Years 2 and 3).

The information to be obtained will greatly benefit the District in its management of groundwater quality and quantity by providing the best scientific information on which to base decisions. It will also assist NDNR in the determination of fully appropriated basins.

Management recommends that the Subcommittee recommend to the Board that the General Manager be authorized to execute the proposed interlocal agreement to contribute \$75,000 over a three year period for the Eastern Nebraska Water Resources Assessment Project.

MEMORANDUM

TO: Programs, Projects and Operations Subcommittee

SUBJECT: Hybrid Vehicle Review

DATE: August 30, 2006

FROM: Jean Friends Tait

On Thursday, August 24th, the Papio-Missouri River NRD Equipment Committee (comprised of Martin Cleveland, Jerry Herbster, Bill Warren and the writer) met to discuss Chairperson Thompson's request for NRD staff to research hybrid vehicles for possible use within the District's vehicle fleet. Sources of information used for discussion include article(s) from: consumerresearch.com, Road and Travel Magazine "2006 Green Vehicle Buyer's Guide," ineed2know.org. USA Today, Autoweek.com and various manufactures websites (copies enclosed).

The Committee's discussion began with existing vehicles within our current fleet. The majority of the District's fleet vehicles are mid-heavy duty trucks. The District also has six compact trucks and three SUVs. The committee discussed individual vehicle use and terrain to determine what vehicles would be good candidates for hybrid. The SUVs and compact trucks would appear to be good choices to begin the transfer to "green."

According to splise.com, "the top ranking hybrids in order from 1 being the best ranking to 11 being the lowest ranking are:

1. Toyota Prius
2. Honda Civic Hybrid
3. Honda Accord Hybrid
4. Ford Escape Hybrid
5. Honda Insight
6. Toyota Highlander Hybrid
7. Toyota Camry Hybrid
8. Lexus RX 400 H
9. Mercury Mariner Hybrid
10. Chevrolet Silverado Hybrid
11. Lexus Gs 450H

The reviews of the Toyota Prius (*est. \$21,725) at 60 mpg/city and the Honda Civic Hybrid (*est. \$23,500) at 49 mpg/city are exceptional and the Toyota Prius won the Motor Trend Car of the Year Award per Consumer Search.com. For SUVs, the Ford Escape Hybrid (*est. \$27,000) is ranked the highest at 36 mpg/city in the 4-wheel drive version. "Motor Trend praises the Escape's city fuel economy," says Consumer Search.

The writer contacted Ron Reisner, MUD Fleet Manager, who told me that they had not conducted a study or made any consideration to include hybrid vehicles to their existing fleet. Steve Anderson, OPPD Fleet Manager, informed me that they currently have three

hybrid vehicles in their fleet. They have two Honda Civic automobiles (in fleet for three years) and one Ford Escape SUV (in fleet for one year). OPPD intends to add three more Ford Escape to their fleet in 2008. "at under \$3.00 per gallon for gasoline, there is no cost savings," said Steve. The environmental issue of lowering exhaust emissions into the air is among the strongest reasons for purchasing hybrid.

Some important facts about hybrid cars were noted at ineed2know.org website. They state that hybrids get better gas mileage and produce less pollution than a conventional engine. The hybrid cars cost from \$3,500 - \$6,000 more per car than their conventional engine counterpart. Most hybrids are made from existing makes and models and this is increasing every year. The hybrid may save on gas, but battery replacement can be very expensive. If the battery needs to be replaced and not covered under the warranty period a replacement battery could run between \$1,000 - \$3,000.

The Staff Equipment Committee all agreed that as a Natural Resources District that it is part of our responsibility to make the best environmental choices whenever possible. Fuel alternatives and active fuel management systems are getting better every year. The Committee would like to begin the process of purchasing a hybrid starting with a replacement vehicle for the GM next fiscal year. We would also review each vehicle due for replacement and look at the work/vehicle requirements to purchase hybrids whenever possible.

Agenda Item 11.

An update on repairs at Hwy 64 Elkhorn River Access will be given at the December 12th PPO meeting.