



GIAMPO - Policy Board

**Tuesday, December 12, 2017
4:00 pm @ City Hall - Council Chambers
100 E 1st Street, Grand Island, NE 68801**

AGENDA

1. Call to Order
This is a public meeting subject to the open meetings laws of the State of Nebraska. The requirements for an open meeting are posted on the wall in this room and anyone that wants to find out what those are is welcome to read through them.
2. Roll Call & Introductions
3. Approval of Minutes from the May 23, 2017 Policy Board Meeting
4. Approval Recommendation of Final Draft TIP Amendment No. 1 to FY 2018-2022 TIP
5. Approval Recommendation of Final Draft TIP Amendment No. 2 to FY 2018-2022 TIP
6. Approval Recommendation of Final Draft LRTP Amendment No. 3
7. Approval Recommendation of Amendment No. 3 to the TAC Bylaws
8. Approval Recommendation of Amendment No. 3 to the Policy Board Bylaws
9. Financial Update
10. Approval Recommendation of Final Draft Summary Final Report for Regional Transit Study
11. Other Business
12. Next Meeting
13. Adjournment

Special Accommodations: Please notify the City of Grand Island at 308-385-5444 if you require special accommodations to attend this meeting (i.e., interpreter services, large print, reader, hearing assistance).

GIAMPO – Policy Board

Tuesday, December 12, 2017

Regular Session

Item C1

Approval of Minutes from the May 23, 2017 Policy Board Meeting

Staff Contact: Mayor Jeremy Jensen

GRAND ISLAND AREA METROPOLITAN PLANNING ORGANIZATION (GIAMPO)

MINUTES OF POLICY BOARD MEETING

Tuesday, May 23, 2017 at 4:00 pm
Grand Island City Hall – Community Meeting Room
100 E 1st Street, Grand Island, NE 68801

VOTING MEMBERS ATTENDANCE:

Jeremy Jensen, Mayor, City of Grand Island	Present
VACANT, City of Grand Island, Council Member	Absent
Chuck Haase, City of Grand Island, Council Member	Absent
Julie Hehnke, City of Grand Island, Council Member	Present
Mike Paulick, City of Grand Island, Council Member	Absent
Wes Wahlgren (Kyle Schneweis designee) NDOR District 4 Engineer	Present
Gary Quandt, Hall County Board	Present
Doug Lanfear, Hall County Board	Present
Pat O’Neill, Hall County Planning Commission Chairman	Present

NON-VOTING MEMBERS ATTENDANCE:

Marlan Ferguson, City of Grand Island City Administrator	Present
VACANT, City of Grand Island Assistant Public Works Director	Absent
Allan Zafft, City of Grand Island MPO Program Manager	Present
Catrina DeLosh, City of Grand Island Public Works Admin Assistant	Present
Renaë Griffiths, City of Grand Island Finance Director	Present
William Clingman, City of Grand Island Asst. Finance Director	Absent
Jerry Janulewicz, City of Grand Island Attorney	Present
John Collins, City of Grand Island Public Works Director	Present
Tim Golka, City of Grand Island Project Manager	Present
Chad Naby, Regional Planning Director	Present
Joseph Werning, Administrator, FHWA NE Division	Absent
Mokhtee Ahmad, Administrator, FTA Region VII	Absent
Wes Wahlgren, NDOR District 4 Engineer	Present
Justin Luther, Transportation Planner, Realty, Civil Rights FHWA	Absent
Logan Daniels, FTA Transportation Program Specialist	Absent
Mark Bechtel, FTA Community Planner	Absent
Daniel Nguyen, FTA Community Planner	Absent
Noel Salac, NDOR Assistant Planning Engineer	Absent

*Matt Rief, Olsson Associates

Mayor Jensen called the meeting to order at 4:00 pm. The Nebraska Open Meetings Act was acknowledged and roll call was taken. Mayor Jensen acknowledged the fact that Wes Wahlgren, NDOR District 4 Engineer, was the designee for Kyle Schneweis, Director of the Nebraska Department of Roads.

Approval of minutes from the February 28, 2017 Policy Board Meeting

Motion by Quandt to approve the minutes from the February 28, 2017 meeting, seconded by Hehnke. Upon roll call vote, all voted in favor. Motion adopted.

Approval Recommendation of Final Draft FY 2016-2020 Transportation Improvement Program Amendment No. 3

Zafft informed the Policy Board that this amendment is required due to adding a federal funding source (an Earmark) to the Grand Island-Waco I-80 project and the project estimate increasing from \$1.1M to \$1.5M. The amendment also includes the following changes to the Operations – Urban Transit Operating Assistance project: project description revision to include the City Transit Program Manager, fiscal year change (previously State FY – now Federal / City FY), and budget update to include the City Transit Program Manager. The project estimate will increase from \$1.9M to \$2.2M. The amendment had a 15-day public comment period from April 12 to April 27, 2017..

Motion by O’Neill to approve Recommendation of Final Draft 2016-2020 Transportation Improvement Program Amendment No. 3. Upon roll call vote, all voted in favor. Motion adopted.

Approval Recommendation of Final Draft Long Range Transportation Plan Amendment No. 2

Zafft stated this amendment adjusts project costs and/or funding sources for the US-281 West, Grand Island and Grand Island-Waco projects. Regarding the US-281 West, Grand Island project, the description is also revised to be consistent with the project description in the FY 2018-2022 Transportation Improvement Program. This amendment also adds the Cairo-Grand Island resurfacing project to the Long Range Transportation Plan. Amendment No. 2 will adjust the fiscal constraint of the plan to include additional anticipated federal revenue. The amendment had a 30-day public comment period from April 12 to May 12, 2017.

Motion by Quandt to approve Recommendation of Final Draft Long Range Transportation Plan Amendment No. 2, seconded by Lanfear. Upon roll call vote, all voted in favor. Motion adopted.

Approval Recommendation of Final Draft FY 2018 Unified Planning Work Program

Zafft notified the Policy Board of the work activities that will be addressed in the Unified Planning Work Program (UPWP), which consist of performance measures related to safety, annual UPWP and Transportation Improvement Program (TIP), Long Range Transportation Plan amendment, regional transit study and pedestrian/bike master plan. Collins noted Transit Planning is part of the MPO responsibilities, with Transit (busing) being separate. The UPWP had a 15-day public comment period from April 12 to April 27, 2017.

Motion by O’Neill to approve Recommendation of Final Draft FY 2018 Unified Planning Work Program, seconded by Wahlgren. Upon roll call vote, all voted in favor. Motion adopted.

Approval Recommendation of Final Draft FY 2018-2022 Transportation Improvement Program

Zafft reminded the Policy Board that the TIP is updated every year. He briefly went over each of the projects in the TIP. Mayor Jensen questioned how Federal budget cuts would impact this program, to which Wahlgren stated operating dollars are under an existing resolution and Trump is pushing infrastructure. Collins noted dollars are guaranteed, however timeline is not-projects beyond 5 years are not fiscally constraint in the LRTP and TAC will work to move projects to allow for financial constraints. Wahlgren also stated Build Nebraska Act fund are being used for US Highway 30 Realignment, not Federal funds.

Motion by Wahlgren to approve Recommendation of Final Draft FY 2018-2022 Transportation Improvement Program, seconded by Hehnke. Upon roll call vote, call voted in favor. Motion adopted.

Approval Recommendation of MPO Self-Certification

Zafft stated this certification confirms that the planning process is being carried out in accordance with all applicable requirements set forth in 23 CFR 450.334. GIAMPO is obligated to present this certification of the planning process to the Nebraska Department of Roads (NDOR) with the submittal of the FY 2018-2022 TIP. GIAMPO Resolution No. 2017-8 notes how requirements are met.

Motion by O'Neill to approve Recommendation of MPO Self-Certification, seconded by Lanfear. Upon roll call vote, all voted in favor. Motion adopted.

Approval Recommendation of Final Draft MPO Title VI Implementation Plan

Zafft informed Policy Board that the MPO Title VI Implementation Plan outlines the responsibilities of the GIAMPO to ensure compliance with Title VI of the Civil Rights Act of 1964 and identifies the procedures to address complaints related to Title VI. Chris Hassler, NDOR Highway Civil Right Coordinator, recommended GIAMPO implement such a plan. The Title VI Implementation Plan had a 15-day public comment period from April 12 to May 5, 2017.

Motion by Hehnke to approve Recommendation of Final Draft MPO Title VI Implementation Plan, seconded by O'Neill. Upon roll call vote, all voted in favor. Motion adopted.

Approval Recommendation of MPO Performance Measures for Transit

Zafft notified TAC through training he attended in Kansas City that the City, as a recipient of FTA 5307 Funds, had until January 2017 to adopt asset management performance measures for transit. The City can be classified as a Tier II provider, so has chosen to adopt the performance targets set by NDOR. After the State has established performance targets, metropolitan planning organizations must establish targets within 180 days (June 30, 2017). The recommendation is to adopt the performance targets set by NDOR as the GIAMPO targets.

Motion by Wahlgren to approve Recommendation of MPO Performance Measures for Transit, seconded by Lanfear. Upon roll call vote, all voted in favor. Motion adopted.

Approval Recommendation of Consultant Selection for GIAMPO Bicycle and Pedestrian Master Plan

Zafft updated the Policy Board on the consultant selected for the GIAMPO Bicycle and Pedestrian Master Plan, which is RDG Planning and Design. Final negotiations are underway pertaining to the scope and fee of the plan. NDOR is to approve the selection soon with a Notice to Proceed issued late May/early June.

Motion by Lanfear to approve Recommendation of Consultant Selection for GIAMPO Bicycle and Pedestrian Master Plan, seconded by O'Neill. Upon roll call vote, all voted in favor. Motion adopted.

MPO Financial Update

Zafft provided a financial update for State Fiscal Year 2017-Third Quarter (January 1, 2017 – March 31, 2017). This update will be provided to the Policy Board for each quarter.

Other Business

- Quandt questioned the United State Post Office move in regards to safety issues at Hwy 281/Old Potash intersection. Wahlgren noted the left turn SB lane will have storage added as part of the 281 resurfacing project, which is planned to be done this year.

Collins stated he plans to add a traffic study into the City's CIP program for FY 17/18.

Lanfear inquired on USPS using Hwy 30 for access to their new location.

Next Meeting Date

The next meeting of the Policy Board will be on August 22, 2017 at 4:00 pm at City Hall.

Adjournment

There being no further business, Mayor Jensen adjourned the meeting at 4:56 pm.

GIAMPO – Policy Board

Tuesday, December 12, 2017

Regular Session

Item E1

**Approval Recommendation of Final Draft TIP Amendment No. 1 to FY
2018-2022 TIP**

Staff Contact: Allan Zafft, MPO Program Manager

ISSUE

VOTE: Amendment No. 1 to the 2018-2022 Transportation Improvement Program

BACKGROUND

The Transportation Improvement Program (TIP) is the region’s short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next five year period. The Grand Island Area Metropolitan Planning Organization (GIAMPO) amends the TIP to accommodate changes to projects in the TIP.

The proposed Amendment No. 1 to the 2018-2022 TIP includes 1 project:

- 1 new project to be added:
 - TIP No. 2018-003 – 5-Points Intersection Improvements in Grand Island, NE
 - The project federal-aid amount is \$1.700 million and the project total estimate is \$2.265 million.

POLICY CONSIDERATIONS/DISCUSSION

GIAMPO’s Public Participation Plan requires that proposed amendments to the TIP be released for public review and comment prior to Policy Board adoption. The proposed Amendment No. 1 was made available for a 15-day public comment period from October 31 to November 15, 2017.

The project in the proposed Amendment No. 1 is financially constrained, and it is consistent with the currently adopted Long Range Transportation Plan.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

The TAC approved the recommendation of Amendment No. 1 to the 2018-2022 TIP on October 30, 2017.

RECOMMENDATION

Approve Amendment No. 1 to the 2018-2022 Transportation Improvement Program.

STAFF CONTACTS

Allan Zafft

**Grand Island Area Metropolitan Planning Organization (GIAMPO)
 Transportation Improvement Program
 Fiscal Years 2018 - 2022
 Amendment No. 1**

TIP No.: 2018-003 **Sponsor:** Grand Island **District:** 4 **Highway:** Broadwell Avenue

Project or State ID: 42863 **Project No.:** HSIP-5409(3) **A/Q Status:** Exempt **Length (SLM):** 0.4

Project Name: 5-Points Intersection Improvements

Project Description / Primary Work Type Category / Termini: Reconstruction of intersection to a roundabout
 Broadwell Avenue, State Street, and Eddy Street intersection

Amendment Description: New Project

Phase	Year of Expenditure	Fund Type	Fund or Obligation Description	TIP Estimate by Phase Amount (\$1,000)
PE	2018	Federal	Highway Safety Improvement Program	\$175
PE	2018	Local	Grand Island	\$44
ROW	2019	Federal	Highway Safety Improvement Program	\$406
ROW	2019	Local	Grand Island	\$101
Const./CE	2021	Federal	Highway Safety Improvement Program	\$1,119
Const./CE	2021	Local	Grand Island	\$420
Federal Total: \$1,700		Non-Federal Total: \$565		Total: \$2,265

TRANSPORTATION IMPROVEMENT PROGRAM

Financial Plan Update

Approval of Amendment No. 1 to the Fiscal Years 2018-2022 Transportation Improvement Program (TIP) will require financial constraint table from the Fiscal Years 2018-2022 TIP to be modified as follows:

GRAND ISLAND AREA METROPOLITAN PLANNING ORGANIZATION (GIAMPO)

TRANSPORTATION IMPROVEMENT PROGRAM

Fiscal Years 2018-2022

Financial Constraint Projects

(\$1,000's)

Federal Highway Administration	2018	2019	2020	2021	2022	Total
National Highway Performance Program (NHPP)	\$10,588	\$0	\$0	\$0	\$3,002	\$13,590
Highway Safety Improvement Program (HSIP)	\$1,290	\$406	\$0	\$1,119	\$0	\$2,815
Earmark (EM)	\$355	\$0	\$0	\$0	\$0	\$355
Nebraska Department of Roads (NDOR)	\$1,590	\$1	\$22,867	\$0	\$751	\$25,209
City of Grand Island	\$68	\$101	\$2,465	\$420	\$0	\$3,054
	\$13,891	\$508	\$25,332	\$1,539	\$3,753	\$45,023

Federal Transit Administration	2018	2019	2020	2021	2022	Total
Section 5307	\$434	\$355	\$0	\$0	\$0	\$789
Section 5311	\$19	\$0	\$0	\$0	\$0	\$19
Section 5339	\$104	\$0	\$0	\$0	\$0	\$104
Nebraska Department of Roads (NDOR)	\$6	\$0	\$0	\$0	\$0	\$6
City of Grand Island	\$343	\$252	\$0	\$0	\$0	\$595
Hall County	\$6	\$0	\$0	\$0	\$0	\$6
	\$912	\$607	\$0	\$0	\$0	\$1,519

NOTE: The financial table above illustrates the identified funding for the projects included in the tables for FY 2018-2022.

GIAMPO RESOLUTION NO. 2017-12

Grand Island Area Metropolitan Planning Organization

A Resolution Amending the FY 2018-2022 Transportation Improvement Program (TIP)

WHEREAS, the Grand Island Area Metropolitan Planning Organization (GIAMPO), is designated as the Metropolitan Planning Organization (MPO) for the Grand Island Urbanized Area, by the Governor acting through the Nebraska Department of Transportation in cooperation with locally elected officials of the Grand Island Urbanized Area; and

WHEREAS, the MPO, pursuant to 23 USC 134 and 49 USC 5303, adopted on May 23, 2017, a Transportation Improvement Program (TIP) for fiscal years 2018-2022; and

WHEREAS, the MPO has prepared an amendment to the MPO's Fiscal Years 2018-2022 TIP that adds one project as identified in Exhibit A; and

WHEREAS, the projects included in the amendment are consistent with currently adopted Long Range Transportation Plan "Journey 2040"; and

WHEREAS, the amendment was made available for public comment for a fifteen (15) day period and was reviewed and recommended for adoption by the Technical Advisory Committee (TAC) of the MPO, and now requires official approval from the Policy Board of the MPO; and

NOW, THEREFORE BE IT RESOLVED, that the Policy Board of the Grand Island Area Metropolitan Planning Organization approves and adopts the amendment to the MPO's Fiscal Years 2018-2022 TIP.

BE IT FURTHER RESOLVED, that the Chairperson is hereby authorized and directed to execute such agreement on behalf of the Grand Island Area Metropolitan Planning Organization.

Certification:

The foregoing resolution was approved by the Grand Island Area Metropolitan Planning Organization Policy Board at its regularly scheduled meeting on December 12, 2017.

By:

Attest:

Jeremy Jensen, Mayor / Chairperson

John Collins, Public Works Director

Exhibit A

NEW PROJECT TO BE ADDED TO THE GRAND ISLAND AREA METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAM FY 2018-2022

TIP #: 2018-003	State ID: 42863	Project Name: 5-Points Intersection Improvements		Length (SLM): 0.4
Project #: HSIP-5409(3)		Project Sponsor: Grand Island	District #: 4	A/Q Status: Exempt
HWY: Broadwell Avenue	Location: Broadwell Avenue, State Street, and Eddy Street intersection			

<u>YOE</u>	<u>Phase</u>	<u>Fund Type</u>	<u>Fund Description</u>	<u>Estimate (\$1,000)</u>	Description: Reconstruction of intersection to a roundabout
2018	PE	Federal	HSIP	\$175	
2018	PE	Local	Grand Island	\$44	
2019	ROW	Federal	HSIP	\$406	
2019	ROW	Local	Grand Island	\$101	
2021	CONST/CE	Federal	HSIP	\$1,119	
2021	CONST/CE	Local	Grand Island	\$420	
Total Project Estimate				\$2,265	

Notes:

GIAMPO – Policy Board

Tuesday, December 12, 2017

Regular Session

Item E2

**Approval Recommendation of Final Draft TIP Amendment No. 2 to FY
2018-2022 TIP**

Staff Contact: Allan Zafft, MPO Program Manager

December 12, 2017

ISSUE

VOTE: Amendment No. 2 to the 2018-2022 Transportation Improvement Program

BACKGROUND

The Transportation Improvement Program (TIP) is the region’s short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next five year period. The Grand Island Area Metropolitan Planning Organization (GIAMPO) amends the TIP to accommodate changes to projects in the TIP.

The proposed Amendment No. 2 to the 2018-2022 TIP includes 1 modified project:

- TIP No. 2016-005, State ID 42674 – I-80 improvements from Platte River west of Grand Island to Phillips
 - Changes the project federal-aid amount from \$7.300 million to \$11.396 million and the project total estimate from \$8.142 million to \$12.708 million.

POLICY CONSIDERATIONS/DISCUSSION

GIAMPO’s Public Participation Plan requires that proposed amendments to the TIP be released for public review and comment prior to Policy Board adoption. The proposed Amendment No. 2 was made available for a 15-day public comment period from November 22 to December 7, 2017.

The project in the proposed Amendment No. 2 is financially constrained, and it is consistent with the proposed Amendment No. 3 to the Long Range Transportation Plan.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

The TAC approved the recommendation of Amendment No. 2 to the 2018-2022 TIP on November 20, 2017.

RECOMMENDATION

Approve Amendment No. 2 to the 2018-2022 Transportation Improvement Program.

STAFF CONTACTS

Allan Zafft

**Grand Island Area Metropolitan Planning Organization (GIAMPO)
 Transportation Improvement Program
 Fiscal Years 2018 - 2022
 Amendment No. 2**

TIP No.: 2016-005 **Sponsor:** NDOT **District:** 4 **Highway:** I-80
Project or State ID: 42674 **Project No.:** NH-80-6(108) **A/Q: Status:** Exempt **Length (SLM):** 7.7

Project Name: Platte River - Phillips

Project Description / Primary Work Type Category / Termini: Mill, concrete repair, resurface 4-lane dual roadway and shoulder, bridge repair I-80 from Platte River west of Grand Island to Phillips. Begin RP - 310.88

Amendment Description: Updated budget to reflect latest estimates. This amends the TIP by changing the project federal-aid amount from \$7.300 million to \$11.396 million and the project total estimate from \$8.142 million to \$12.708 million.

Phase	Year of Expenditure	Fund Type	Fund or Obligation Description	TIP Estimate by Phase Amount (\$1,000)
PE	2017	State	NDOT	\$45
			National Highway Performance Program	
Const./CE	2018	NHPP		\$11,396
Const./CE	2018	State	NDOT	\$1,267

Federal Total: \$11,396 Non-Federal Total: \$1,312 Total: \$12,708

TRANSPORTATION IMPROVEMENT PROGRAM

Financial Plan Update

Approval of Amendment No. 2 to the Fiscal Years 2018-2022 Transportation Improvement Program (TIP) will require financial constraint table from the Fiscal Years 2018-2022 TIP to be modified as follows:

GRAND ISLAND AREA METROPOLITAN PLANNING ORGANIZATION (GIAMPO)

TRANSPORTATION IMPROVEMENT PROGRAM

Fiscal Years 2018-2022

Financial Constraint Projects

(\$1,000's)

Federal Highway Administration	2018	2019	2020	2021	2022	Total
National Highway Performance Program (NHPP)	\$14,684	\$0	\$0	\$0	\$3,002	\$17,686
Highway Safety Improvement Program (HSIP)	\$1,290	\$406	\$0	\$1,119	\$0	\$2,815
Earmark (EM)	\$355	\$0	\$0	\$0	\$0	\$355
Nebraska Department of Roads (NDOR)	\$2,045	\$1	\$22,867	\$0	\$751	\$25,664
City of Grand Island	\$68	\$101	\$2,465	\$420	\$0	\$3,054
	\$18,442	\$508	\$25,332	\$1,539	\$3,753	\$49,574

Federal Transit Administration	2018	2019	2020	2021	2022	Total
Section 5307	\$434	\$355	\$0	\$0	\$0	\$789
Section 5311	\$19	\$0	\$0	\$0	\$0	\$19
Section 5339	\$104	\$0	\$0	\$0	\$0	\$104
Nebraska Department of Roads (NDOR)	\$6	\$0	\$0	\$0	\$0	\$6
City of Grand Island	\$343	\$252	\$0	\$0	\$0	\$595
Hall County	\$6	\$0	\$0	\$0	\$0	\$6
	\$912	\$607	\$0	\$0	\$0	\$1,519

NOTE: The financial table above illustrates the identified funding for the projects included in the tables for FY 2018-2022.

GIAMPO RESOLUTION NO. 2017-13

Grand Island Area Metropolitan Planning Organization

A Resolution Amending the FY 2018-2022 Transportation Improvement Program (TIP)

WHEREAS, the Grand Island Area Metropolitan Planning Organization (GIAMPO), is designated as the Metropolitan Planning Organization (MPO) for the Grand Island Urbanized Area, by the Governor acting through the Nebraska Department of Transportation in cooperation with locally elected officials of the Grand Island Urbanized Area; and

WHEREAS, the MPO, pursuant to 23 USC 134 and 49 USC 5303, adopted on May 23, 2017, a Transportation Improvement Program (TIP) for fiscal years 2018-2022; and

WHEREAS, the MPO has prepared an amendment to the MPO's Fiscal Years 2018-2022 TIP that modifies the estimate for TIP No. 2016-005 as identified in Exhibit A; and

WHEREAS, the projects included in the amendment are consistent with currently adopted Long Range Transportation Plan "Journey 2040"; and

WHEREAS, the amendment was made available for public comment for a fifteen (15) day period and was reviewed and recommended for adoption by the Technical Advisory Committee (TAC) of the MPO, and now requires official approval from the Policy Board of the MPO; and

NOW, THEREFORE BE IT RESOLVED, that the Policy Board of the Grand Island Area Metropolitan Planning Organization approves and adopts the amendment to the MPO's Fiscal Years 2018-2022 TIP.

BE IT FURTHER RESOLVED, that the Chairperson is hereby authorized and directed to execute such agreement on behalf of the Grand Island Area Metropolitan Planning Organization.

Certification:

The foregoing resolution was approved by the Grand Island Area Metropolitan Planning Organization Policy Board at its regularly scheduled meeting on December 12, 2017.

By:

Attest:

Jeremy Jensen, Mayor / Chairperson

John Collins, Public Works Director

Exhibit A

NEW PROJECT TO BE ADDED TO THE GRAND ISLAND AREA METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAM FY 2018-2022

Original

TIP #: 2016-005	State ID: 42674	Project Name: Platte River - Phillips		Length (SLM): 7.7
Project #: NH-80-6(108)	Project Sponsor: NDOR	District #: 4	A/Q Status: Exempt	
HWY: I-80	Location: I-80 from Platte River west of Grand Island to Phillips. Begin RP - 310.88			

<u>YOE</u>	<u>Phase</u>	<u>Fund Type</u>	<u>Fund Description</u>	<u>Estimate (\$1,000)</u>	Description:
2017	PE	State	NDOR	\$31	Mill, concrete repair, resurface 4-lane dual roadway and shoulder, bridge repair
2018	CONST/CE	Federal	NHPP	\$7,300	
2018	CONST/CE	State	NDOR	\$811	
Total Project Estimate				\$8,142	

Notes: PE in YOE 2017 is not reflected in Financial Constraint Table. This project is in progress.

Revise

TIP #: 2016-005	State ID: 42674	Project Name: Platte River - Phillips		Length (SLM): 7.7
Project #: NH-80-6(108)	Project Sponsor: NDOR	District #: 4	A/Q Status: Exempt	
HWY: I-80	Location: I-80 from Platte River west of Grand Island to Phillips. Begin RP - 310.88			

<u>YOE</u>	<u>Phase</u>	<u>Fund Type</u>	<u>Fund Description</u>	<u>Estimate (\$1,000)</u>	Description:
2017	PE	State	NDOR	\$45	Mill, concrete repair, resurface 4-lane dual roadway and shoulder, bridge repair
2018	CONST/CE	Federal	NHPP	\$11,396	
2018	CONST/CE	State	NDOR	\$1,267	
Total Project Estimate				\$12,708	

Notes: PE in YOE 2017 is not reflected in Financial Constraint Table. This project is in progress.

GIAMPO – Policy Board

Tuesday, December 12, 2017

Regular Session

Item E3

Approval Recommendation of Final Draft LRTP Amendment No. 3

Staff Contact: Allan Zafft, MPO Program Manager

December 12, 2017

ISSUE

VOTE: Amendment No. 3 to the Long Range Transportation Plan

BACKGROUND

In April 2016, the GIAMPO Policy Board approved the Journey 2040, the Grand Island metropolitan region’s Long Range Transportation Plan (LRTP). It is a blueprint that describes how the region will invest in its multimodal transportation system over the next 25 years. The GIAMPO amends the LRTP to accommodate changes to projects in the LRTP.

The proposed Amendment No. 3 to the LRTP adjusts the anticipated project costs for one (1) Nebraska Department of Transportation project and adjusts the fiscal constraint of the plan to include additional anticipated federal revenue.

- State ID 42674 – I-80 improvements from Platte River west of Grand Island to Phillips
 - Changes the project federal-aid amount from \$7.300 million to \$11.396 million and the project total estimate from \$8.144 million to \$12.708 million.

Amendment No. 3 requires modifications in Chapter 7 – Financial Plan and Chapter 9 – Recommended Plan of the LRTP.

POLICY CONSIDERATIONS/DISCUSSION

GIAMPO’s Public Participation Plan requires that proposed amendments to the LRTP be released for public review and comment prior to Policy Board adoption. The proposed Amendment No. 3 was made available for a 30-day public comment period from November 8 to December 8, 2017.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

The TAC approved the recommendation of Amendment No. 3 to the LRTP on November 20, 2017.

RECOMMENDATION

Approve Amendment No. 3 to the Long Range Transportation Plan.

STAFF CONTACTS

Allan Zafft

GIAMPO RESOLUTION NO. 2017-14

Grand Island Area Metropolitan Planning Organization

A Resolution Amending the Long Range Transportation Plan “Journey 2040”

WHEREAS, the Grand Island Area Metropolitan Planning Organization (GIAMPO), is designated as the Metropolitan Planning Organization (MPO) for the Grand Island Urbanized Area, by the Governor acting through the Nebraska Department of Transportation in cooperation with locally elected officials of the Grand Island Urbanized Area; and

WHEREAS, a Long Range Transportation Plan (LRTP) is required by the U.S. Department of Transportation (DOT) and was developed by the MPO for the Grand Island metropolitan area; and

WHEREAS, the GIAMPO Long Range Transportation Plan “Journey 2040” was approved by the MPO Policy Board on April 26, 2016. This plan provides a comprehensive plan to guide multimodal transportation improvements in the Grand Island metropolitan area over a 25-year planning horizon; and

WHEREAS, the GIAMPO Transportation Improvement Programs (TIP) for FY 2018-2022 is the MPO’s five-year implementation programs and must be consistent with the Long Range Transportation Plan; and

WHEREAS, since the development of the GIAMPO Long Range Transportation Plan, the below project change has occurred to require a Long Range Transportation Plan amendment:

- State ID 42674, I-80 from Platte River west of Grand Island to Phillips – the project federal-aid amount increased from \$7.300 million to \$11.396 million

The above project changes are shown in Table 9-5 (in red) in the attached document; and

WHEREAS, the amendment was made available for public comment for a thirty (30) day period and was reviewed and recommended for adoption by the MPO Technical Advisory Committee (TAC), and now requires official approval from the MPO Policy Board; and

NOW, THEREFORE BE IT RESOLVED, that the Policy Board of the Grand Island Area Metropolitan Planning Organization approves and adopts the amendment to the MPO’s Long Range Transportation Plan, replacing Chapter 7 and Chapter 9 of the Plan with the attached document.

BE IT FURTHER RESOLVED, that the Chairperson is hereby authorized and directed to execute such agreement on behalf of the Grand Island Area Metropolitan Planning Organization.

Certification:

The foregoing resolution was approved by the Grand Island Area Metropolitan Planning Organization Policy Board at its regularly scheduled meeting on December 12, 2017.

By:

Attest:

Jeremy Jensen, Mayor / Chairperson

John Collins, Public Works Director

Table 7-1: Total Available Roadway Funds (2016-2040)

Total Available Roadway Funds (\$1,000)				
Time Period	Federal	State	Local	Total Revenues
2016-2025	\$32,289	\$109,366	\$42,430	\$184,085
2026-2040	TBD ⁹	\$169,495	\$89,952	\$259,447
Total	\$32,289	\$278,861	\$132,382	\$443,532

Table 7-2 on the following page shows the amount of funding available for constructing new projects after the costs for personnel, operations, maintenance, reconstruction, and equipment, plus projects that have already been programmed, are subtracted. This funding balance is assumed to be available to construct new projects in the GIAMPO Area based upon a conservative forecast of future operations and maintenance costs and revenue generation. Assumptions relating to the forecasts and detailed tables are shown in Appendix C.

⁹ *To Be determined (TBD): Federal revenue estimates for NDOR projects in the GIAMPO planning area will be determined as the MPO's needs are assessed and funding targets are established. At this time, NDOR is still assessing the need for specific projects of regional significance in the Grand Island Area MPO planning area for the period of 2020-2040. NDOR has established revenue projections within the timeframe of the NDOR Surface Transportation Program Book, a six-year document that outlines NDOR's projects and future expenditures. NDOR recognizes an ongoing and long-term need to monitor, evaluate and upgrade the state highway and interstate highway system in the Grand Island Area MPO planning area as well as the State of Nebraska at large. NDOR will continue to monitor the existing conditions and proposed future changes to the state highway system with the continuing cooperation, coordination and assistance of GIAMPO and local partners. As future needs are identified with regard to infrastructure condition, safety, roadway capacity or transit service, NDOR will work to address these needs and include them through update or amendment in the GIAMPO Long Range Plan, TIP and the NDOR Surface Transportation Program Book and STIP as required by State and Federal regulation.*

Table 7-2: Funds Available for New Roadway Projects

New Roadway Project Revenue (\$1,000)			
Time Period	Federal	Local / State	Total Revenues
2016-2025	\$0	\$50,106	\$50,106
2026-2040	TBD ¹⁰	\$113,236	\$113,236
Total	\$0	\$163,342	\$163,342

Funding for transit service was also examined through the 2040 horizon year. Transit service in the GIAMPO area is expected to continue but will be subject to the availability of local matching funds. A detailed breakdown of transit funding sources, assumptions and year-to-year forecasts for available revenue is shown in Appendix C. It is assumed that Grand Island will provide service only up to the budget that is available through a combination of Federal Transit funding and local matching dollars. A summary of the available transit revenue is shown below in Table 7-3.

Table 7-3: Transit Revenue and Expenditures (2016-2040)

Transit Revenue/Expenditure (\$1,000)			
Time Period	Federal	Local / State	Total Revenue
2016-2025	\$5,762	\$2,839	\$8,602
2026-2040	\$11,193	\$5,765	\$16,958
Total	\$16,956	\$8,604	\$25,560

¹⁰ To Be determined (TBD): Federal revenue estimates for NDOR projects in the GIAMPO planning area will be determined as the MPO's needs are assessed and funding targets are established. At this time, NDOR is still assessing the need for specific projects of regional significance in the Grand Island Area MPO planning area for the period of 2020-2040. NDOR has established revenue projections within the timeframe of the NDOR Surface Transportation Program Book, a six-year document that outlines NDOR's projects and future expenditures. NDOR recognizes an ongoing and long-term need to monitor, evaluate and upgrade the state highway and interstate highway system in the Grand Island Area MPO planning area as well as the State of Nebraska at large. NDOR will continue to monitor the existing conditions and proposed future changes to the state highway system with the continuing cooperation, coordination and assistance of GIAMPO and local partners. As future needs are identified with regard to infrastructure condition, safety, roadway capacity or transit service, NDOR will work to address these needs and include them through update or amendment in the GIAMPO Long Range Plan, TIP and the NDOR Surface Transportation Program Book and STIP as required by State and Federal regulation.

Table 9-1: Total Available Roadway Revenue (2016-2040)

Total Available Roadway Funds (\$1,000)				
Time Period	Federal	State	Local	Total Revenues
2016-2025	\$32,289	\$109,366	\$42,430	\$184,085
2026-2040	TBD ¹⁴	\$169,495	\$89,952	\$259,447
Total	\$32,289	\$278,861	\$132,382	\$443,532

Committed Costs

Committed projects are defined to include those projects currently programmed or now under construction. The first step in identifying the amount of funds available for new construction was to subtract the cost of these projects from the estimated total revenues from 2016 through 2040. A number of major projects have been programmed for the Grand Island area. Many of the committed projects are being completed by NDOR utilizing federal funding from a number of sources. The specific construction year and funding by source can be found in the GIAMPO Transportation Improvement Program (TIP) 2016-2020 and 2018-2022.

Between 2016 and 2022, NDOR will complete a major reconstruction on I-80 in the GIAMPO study area, the reconstruction of U.S.-281 between U.S.-30 and Broadwell, and replacement of three bridges on U.S.-30. NDOR has also committed to construct a U.S.-30 west bypass from west of US-281 to near County Road 20 and then also install automated gates at I-80 interchanges. The total cost of these projects, shown in Table 9-2, is estimated at \$72 million.

¹⁴ To Be determined (TBD): Federal revenue estimates for NDOR projects in the GIAMPO planning area will be determined as the MPO's needs are assessed and funding targets are established. At this time, NDOR is still assessing the need for specific projects of regional significance in the Grand Island Area MPO planning area for the period of 2020-2040. NDOR has established revenue projections within the timeframe of the NDOR Surface Transportation Program Book, a six-year document that outlines NDOR's projects and future expenditures. NDOR recognizes an ongoing and long-term need to monitor, evaluate and upgrade the state highway and interstate highway system in the Grand Island Area MPO planning area as well as the State of Nebraska at large. NDOR will continue to monitor the existing conditions and proposed future changes to the state highway system with the continuing cooperation, coordination and assistance of GIAMPO and local partners. As future needs are identified with regard to infrastructure condition, safety, roadway capacity or transit service, NDOR will work to address these needs and include them through update or amendment in the GIAMPO Long Range Plan, TIP and the NDOR Surface Transportation Program Book and STIP as required by State and Federal regulation.

Table 9-2: Committed Project Cost

Committed Project Cost (\$1,000)				
Time Period	Federal	State	Local	Total Costs
2016-2025	\$32,289	\$33,556	\$5,925	\$71,770

Note: Project Costs have been inflated to Year of Expenditure by sponsoring jurisdictions at a 4 percent increase per year per US DOT recommendations.

Operation & Maintenance & Reconstruction Costs

The City of Grand Island and Hall County in the GIAMPO study area have an annual Operation and Maintenance budget to maintain the existing transportation infrastructure. It includes personnel, equipment, and materials cost of maintenance. It also includes funds for more extensive maintenance projects such as resurfacing, replacing curbs, signs, signal maintenance, and other similar activities.

NDOR contracts with the local governments to complete routine maintenance. Table 9-3 presents the combined local and state maintenance costs. Operation and Maintenance costs, also presented in Table 9-3, were projected for the next 25 years. These costs are shown on an annual basis in Appendix C. In addition, a general estimate of reconstruction costs for projects not yet determined was included in these cost estimates. The funds for operations, maintenance, and reconstruction are shown in Table 9-3. The inflation rate for the future year of expenditure is based upon past trends for each specific line item. These assumptions and rates are documented in Appendix C.

Table 9-3: Operation and Maintenance Budget

Operation & Maintenance Expenditures (\$1,000)	
Time Period	Local Operation & Maintenance
2016-2025	\$62,209
2026-2040	\$146,211
Total	\$208,420

Table 9-4 on the following page shows the remaining funds available after committed project costs, operations and maintenance costs are subtracted from the total revenues. In summary, the table shows anticipated revenues for available for programming new construction projects in the GIAMPO area for the remaining portion of the plan.

Table 9-4: Available Roadway Revenue

Available New Project Revenue (\$1,000)			
Time Period	Federal	Local / State	Total Revenue
2016-2025	\$0	\$50,106	\$50,106
2026-2040	TBD ¹⁵	\$113,236	\$113,236
Total	\$0	\$163,342	\$163,342

9.2 Project Priority Process

The projects were evaluated and prioritized based upon the funds and in what time period the project would be proposed. This process took three steps: project evaluation, public input, and MPO Technical Committee review.

Project Evaluation

Each of the proposed projects presented in the Long-Range Transportation Plan was evaluated based on the GIAMPO 2040 project goals and evaluation criteria presented in Chapter 3. Each criterion was transparent. Base factors and criteria were developed for each project goal. A composite score was calculated for each project based on the goal score multiplied by the goal weight, which was developed as part of the public involvement process. The priorities are discussed in Chapter 5, with detailed project scoring shown in the Appendices.

Public Input

Public input was sought on project priorities. As part of the second public meeting, participants scored a high, medium, or low prioritization to each project type. They also provided input on specific projects

¹⁵ To Be determined (TBD): Federal revenue estimates for NDOR projects in the GIAMPO planning area will be determined as the MPO's needs are assessed and funding targets are established. At this time, NDOR is still assessing the need for specific projects of regional significance in the Grand Island Area MPO planning area for the period of 2020-2040. NDOR has established revenue projections within the timeframe of the NDOR Surface Transportation Program Book, a six-year document that outlines NDOR's projects and future expenditures. NDOR recognizes an ongoing and long-term need to monitor, evaluate and upgrade the state highway and interstate highway system in the Grand Island Area MPO planning area as well as the State of Nebraska at large.

NDOR will continue to monitor the existing conditions and proposed future changes to the state highway system with the continuing cooperation, coordination and assistance of GIAMPO and local partners. As future needs are identified with regard to infrastructure condition, safety, roadway capacity or transit service, NDOR will work to address these needs and include them through update or amendment in the GIAMPO Long Range Plan, TIP and the NDOR Surface Transportation Program Book and STIP as required by State and Federal regulation.

Table 9-5: Fiscally Constrained Project Plan

Grand Island Area MPO Transportation Improvement Program FY 2016-2020 / FY 2018-2022										
State ID	Project Name	Project Description	A/Q Status	Length (SLM)	Total Project Est.	Phase	YOE	Fund Type	Fund Description	TIP Estimate by Phase Amount (\$1,000)
41704	US-281 West, Grand Island	4 lane divided roadway on new alignment	Exempt	3.9 mi	\$29,681	PE	2016	City	Grand Island	\$153
						PE	2016	State	Build Nebraska	\$2,057
						ROW	2017	City	Grand Island	\$47
						ROW	2017	State	Build Nebraska	\$2,092
						Const/CE	2020	City	Grand Island	\$2,465
		Const/CE				2020	State	Build Nebraska	\$22,867	
42674	Platte River - Phillips	Mill, concrete repair, resurface 4-lane dual roadway and shoulders, bridge repair	Exempt	7.7 mi	\$12,708	PE	2017	State	NDOR	\$45
		ROW				2018	State	NDOR	\$1	
		Const/CE				2018	NHPP	National Highway Performance Program	\$11,396	
		I-80 from Platte River west of Grand Island to Phillips, Beginning RP - 310.88				Const/CE	2018	State	NDOR	\$1,267

State ID	Project Name	Project Description	A/Q Status	Length (SLM)	Total Project Est.	Phase	YOE	Fund Type	Fund Description	TIP Estimate by Phase Amount (\$1,000)
42690	In Grand Island & North	Resurf existing roadway & US-281/N-2 ramps, concrete repair, bridge repair, add subdrains US-281 from Old US-30 Viaduct over UPRR, North to 1.8 mi South of Howard County Line Beginning RP - 68.90	Exempt	9.6 mi	\$18,707	PE	2015	State	NDOR	\$779
						Const/CE	2017	City	Grand Island	\$3,126
						Const/CE	2017	NHPP	National Highway Performance Program	\$11,450
						Const/CE	2017	SFTY	Nation Safety Improve. Program	\$585
Const/CE	2017	State	NDOR	\$2,767						
42773	Grand Island - WACO	Deploy automated gate systems and CCTV Cameras Several I-80 interchanges in District 4	Exempt	0	\$1,537	PE	2016	State	NDOR	\$39
						Const/CE	2017	EM	Earmark	\$355
						Const/CE	2017	NHPP	National Highway Performance Program	\$949
						Const/CE	2017	State	NDOR	\$194
42776	In Grand Island Bridges	Bridge repair/overlay, sealing, approach slabs Three Bridges in Grand Island Beginning RP - 312.93	Exempt	0	\$2,924	Const/CE	2018	NHPP	National Highway Performance Program	\$2,339
						Const/CE	2018	State	NDOR	\$585

State ID	Project Name	Project Description	A/Q Status	Length (SLM)	Total Project Est.	Phase	YOE	Fund Type	Fund Description	TIP Estimate by Phase Amount (\$1,000)
42812	Grand Island - Stolley Park Reconfiguration	Reconfigure Stolley Park Road to 3,4 and 5 lane sections - FHWA Road Diet Initiative From Webb Road to S. Locust St	Exempt	2.04 mi	\$1,349	PE	2016	SFTY	Nation Safety Improve. Program	\$100
						PE	2016	Local	Grand Island	\$10
						Const./CE	2017	SFTY	Nation Safety Improve. Program	\$1,115
						Const./CE	2017	Local	Grand Island	\$124
42828	District 4 - Districtwide striping	Install durable pavement markings	Exempt	0	\$1,110	PE	2016	State	NDOR	\$1
						Const/CE	2016	State	NDOR	\$111
						Const/CE	2016	SFTY	Nation Safety Improve. Program	\$998
	Transit Needs Analysis	Feasibility Study to identify Transit Needs	Exempt		\$125		2016	FTA	Sec. 5307	\$100
							2016	Local	Grand Island	\$25
42787	Cairo - Grand Island	Resurfacing	Exempt	12.3 mi	\$3,754	PE	2019	State	NDOR	\$1
		N-2 from Cairo southeast to US-281 in Grand Island, Begin RP - 343.73				Const/CE	2022	NHPP	National Highway Performance Program	\$3,002
						Const/CE	2022	State	NDOR	\$751
Total									\$71,895	

Table 9-5: Fiscally Constrained Project Plan (Continued)

GIAMPO Project Listing 2021-2025								
Project ID	Project Name	Project Description	From	To	Jurisdiction	Total Cost (\$1,000) Current Year	Total Cost (\$1,000) Future Year	Available Fiscal Constrained (\$1,000)
2016 - 2025								\$50,106
	Intersection Improvements	Improvements at various intersections	Various	Various	Grand Island	\$3,500	\$4,606	\$45,500
B-3a	Stuhr Road	Widen to 3 lanes	US-30	BNSF RR	Grand Island	\$9,656	\$12,707	\$32,793
B-2a	Old Potash Highway	Widen to 5 lanes	Claude Road	Webb Road	Grand Island	\$4,307	\$5,668	\$27,125
B-8	Husker Highway	Widen to 3 lanes	US-281	North Road	Grand Island	\$4,947	\$6,510	\$20,615
B-7	Stolley Park Road	Widen to 3 lanes	Fair Ground Entrance	Stuhr Road	Grand Island	\$2,183	\$2,872	\$17,743
B-1a	Capital Avenue	Widen to 5 lanes	Broadwell Avenue	BNSF RR/Oak Street	Grand Island	\$3,438	\$4,524	\$13,219
B-6	13th Street	Widen to 3 lanes	West of US-281	Independence Avenue	Grand Island	\$4,193	\$5,517	\$7,702
Total 2021-2025						\$32,224	\$42,404	\$7,702

Table 9-5 Fiscally Constrained Project Plan continued

GIAMPO Project Listing 2026-2040								
Project ID	Project Name	Project Description	From	To	Jurisdiction	Total Cost (\$1,000) Current Year	Total Cost (\$1,000) Future Year	Available Fiscal Constrained (\$1,000)
2026-2040								\$120,938*
B-4	North Road	Widen to 3 lanes	Highway 2	Old Potash Highway	Grand Island	\$11,081	\$14,582	\$106,356
	Intersection Improvements	Improvements at various intersections	Various	Various	Grand Island	\$3,764	\$7,332	\$99,024
2	Stuhr Bridges over BNSF and UPRR	Engineering			Grand Island	\$2,048	\$3,989	\$95,035
B-3b	Stuhr Road	Widen to 3 lanes	BNSF RR	US-34	Grand Island	\$9,656	\$18,809	\$76,226
B-1b	Capital Avenue	Widen to 3 lanes	BNSF RR/Oak Street	St Paul Road	Grand Island	\$1,781	\$3,470	\$72,756
B-1c	Capital Avenue	Widen to 3 lanes	Dairy Queen	Engleman Road	Grand Island	\$5,700	\$11,103	\$61,653
B-2b	Old Potash Highway	Widen to 3 lanes	Engleman Road	Claude Road	Grand Island	\$5,269	\$10,264	\$51,389
B-5	Swift Road	New 2-lane road	Talc Road	Shady Bend Road	Grand Island	\$3,150	\$6,136	\$45,253
4	Broadwell over UPRR and Broadwell Extension	Broadwell Avenue Widening (5-lane)	Faidley Avenue	Third Street	Grand Island	\$3,900	\$7,597	\$37,656
5		Broadwell UPRR bridge				\$13,000	\$25,323	\$12,333
6		Broadwell Extension (3-lane)	Anna Street	Adams Street		\$4,900	\$9,545	\$2,788
Total 2026-2040						\$53,768	\$104,735	\$2,788

*Note: includes \$7,702 of FY2016-2025 carryover plus forecast \$113,236.

Table 9-6: Illustrative Project Plan

GIAMPO Illustrative Projects								
Project ID	Project Name	Project Description	From	To	Jurisdiction	Total Cost (\$1,000) Current Year	Total Cost (\$1,000) Future Year	Available Fiscal Constrained (\$1,000)
Illustrative Project 2040+								\$2,788
11	13th St. – 10th St. Connector	Reconstruct	W 13th Street	10th Street	Grand Island	\$600	\$992	
7	North Road and UPRR Bridge	Widen to 3 lanes; new 2-lane bridge	Old Potash Hwy	Husker Hwy	Grand Island	\$16,200	\$26,776	
9	Broadwell over BNSF	Widen to 5 lanes	Capital Avenue	Airport Road	Grand Island	\$14,300	\$23,636	
		Realign Old Highway 2 to connect Custer Avenue;						
		New 4-lane bridge						
3	Eddy Street Extension	New 2-lane Road	Phoenix Avenue	Locust Street	Grand Island	\$3,300	\$5,454	
12	Alda Road and UPRR Bridge	New 2-lane bridge	Apollo Street	Hwy 30	Grand Island	\$11,300	\$18,677	
15	East Bypass (5-lanes)	5-lane Stolley Park Road *	Locust Street	Stuhr Road	Grand Island	\$2,500	\$4,132	
		5-Lane Stuhr Road / Sky Park Road *	US-34	Capital Avenue		\$11,875	\$19,628	
		5-lane Husker Hwy	US-281	Stuhr Road		\$18,750	\$30,991	
		5-lane Captial Avenue	BNSF RR/Oak Street	Sky Park Road		\$20,375	\$33,677	
16	East Bypass US-281 to I-80	4-lane Expressway	I-80	US 281	Grand Island	\$78,750	\$130,162	
2	Stuhr Road bridge over UPRR	New 4-lane bridges	Highway 30	4th Street	Grand Island	\$15,952	\$26,366	
	Stuhr Road bridge over BNSF	New 4-lane bridge			Grand Island	\$11,000	\$18,181	

*expand 3-lane to 5-lane

GIAMPO – Policy Board

Tuesday, December 12, 2017

Regular Session

Item E4

Approval Recommendation of Amendment No. 3 to the TAC Bylaws

Staff Contact: Chad Nabity, Regional Planning Director

December 12, 2017

ISSUE

VOTE: Amendment No. 3 to the Technical Advisory Committee Bylaws

BACKGROUND

The Bylaws of the Grand Island Area Metropolitan Planning Technical Advisory Committee (TAC) govern the operation of the TAC.

The proposed Amendment No. 3 will add two entities as voting members to the TAC. The two entities are the following:

- Transit Program Manager, City of Grand Island
- Central Nebraska Regional Airport Executive Director

Amendment No. 3 will change the position for one of the existing TAC voting members to the following:

- Nebraska Department of Roads Highway Planning Manager to Nebraska Department of Transportation Intermodal Planning Engineer or designee.

This amendment will change all the Nebraska Department of Roads titles to Nebraska Department of Transportation for existing voting or non-voting members.

POLICY CONSIDERATIONS/DISCUSSION

The proposed Amendment No. 3 may require a GIAMPO Re-designation Agreement.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

The TAC approved the recommendation of Amendment No. 3 to the TAC Bylaws on October 30, 2017.

RECOMMENDATION

Approve Amendment No. 3 to the TAC Bylaws.

STAFF CONTACTS

Chad Nabity
Allan Zafft

AMENDMENT TO THE GRAND ISLAND AREA METROPOLITAN PLANNING ORGANIZATION –
TECHNICAL ADVISORY COMMITTEE BYLAWS
AMENDMENT #3
Amended: XX/XX/20XX

ARTICLE III - MEMBERSHIP

SUBSECTION #1

Section 1. (Existing Membership)

Section 1. A Technical Advisory Committee voting members shall hold the offices as listed in Subsection 1a. The chairperson or mayor representing the following entities shall submit in writing to the Technical Advisory Committee Secretary the name of the designated voting member who shall not hold a specific listed position.

Subsection 1a. Voting Members

- Public Works Director, City of Grand Island
- City Administrator, City of Grand Island
- Assistant Director of Public Works: Engineering Services, City of Grand Island
- City of Grand Island/Hall County Regional Planning Director
- Hall County Public Works Director
- Nebraska Department of Roads Highway Planning Manager
- Nebraska Department of Roads District 4 Engineer
- Merrick County Hwy Superintendent
- Village of Alda

A Technical Advisory Committee non-voting member shall hold the offices as listed in Subsection 1b. Each entity shall appoint a non-voting in a manner appropriate for that entity. The name of the non-voting member not holding a specific listed position shall be submitted in writing to the Technical Advisory Committee Secretary.

Subsection 1b. Non-Voting Members

- Nebraska Department of Roads Local Projects Urban Engineer
- Nebraska Department of Roads Local Projects Engineer
- Transportation Planner, Realty, Civil Rights Federal Highway Administrator
- Finance Director, City of Grand Island
- Streets Superintendent, City of Grand Island
- Union Pacific Railroad
- Burlington Northern Santa Fe Railroad
- Grand Island Area Chamber of Commerce
- Grand Island Area Economic Development Corporation
- Central NE Regional Airport
- Federal Transit Administration Region VII Transportation Planner

Section 1 (As Amended)

Section 1. A Technical Advisory Committee voting members shall hold the offices as listed in Subsection 1a. The chairperson or mayor representing the following entities shall submit in writing to the Technical Advisory Committee Secretary the name of the designated voting member who shall not hold a specific listed position.

Subsection 1a. Voting Members

- Public Works Director, City of Grand Island
- City Administrator, City of Grand Island
- Assistant Director of Public Works: Engineering Services, City of Grand Island
- City of Grand Island/Hall County Regional Planning Director
- Transit Program Manager, City of Grand Island
- Hall County Public Works Director
- Nebraska Department of Transportation Intermodal Planning Engineer or designee
- Nebraska Department of Transportation District 4 Engineer
- Merrick County Hwy Superintendent
- Village of Alda
- Central Nebraska Regional Airport Executive Director

A Technical Advisory Committee non-voting member shall hold the offices as listed in Subsection 1b. Each entity shall appoint a non-voting in a manner appropriate for that entity. The name of the non-voting member not holding a specific listed position shall be submitted in writing to the Technical Advisory Committee Secretary.

Subsection 1b. Non-Voting Members

- Nebraska Department of Transportation Local Projects Urban Engineer
- Nebraska Department of Transportation Local Projects Engineer
- Transportation Planner, Realty, Civil Rights Federal Highway Administrator
- Finance Director, City of Grand Island
- Streets Superintendent, City of Grand Island
- Union Pacific Railroad
- Burlington Northern Santa Fe Railroad
- Grand Island Area Chamber of Commerce
- Grand Island Area Economic Development Corporation
- Federal Transit Administration Region VII Transportation Planner

Dated this _____ day of _____, 20XX

ATTEST:

Mayor Jeremy L. Jensen
GIAMPO Policy Board Chairperson

John Collins, P.E.
GIAMPO Director / Secretary

GIAMPO RESOLUTION NO. 2017-15

Grand Island Area Metropolitan Planning Organization

A Resolution Amending the Bylaws of the Technical Advisory Committee and Policy Board

WHEREAS, the Grand Island Area Metropolitan Planning Organization (GIAMPO), is designated as the Metropolitan Planning Organization (MPO) for the Grand Island Urbanized Area, by the Governor acting through the Nebraska Department of Transportation in cooperation with locally elected officials of the Grand Island Urbanized Area; and

WHEREAS, Article III (Membership) of the bylaws for the GIAMPO Technical Advisory Committee will include the following changes:

- Add Transit Program Manager, City of Grand Island as a voting member
- Add Central Nebraska Regional Airport Executive Director as a voting member (this removes Central NE Regional Airport as an existing non-voting member)
- Modify an existing voting member from Nebraska Department of Roads Highway Planning Manager to Nebraska Department of Transportation Intermodal Planning Engineer or designee
- Modify all the Nebraska Department of Roads titles to Nebraska Department of Transportation for existing voting or non-voting members

WHEREAS, Article III (Membership) of the bylaws for the GIAMPO Policy Board will include the following changes:

- Reduce the number of members of the Grand Island City Council from four members to three members that serve as voting members
- Modify the NDOR title to Nebraska Department of Transportation for an existing voting member

WHEREAS, the changes to Article III (Membership) of the bylaws for the GIAMPO Technical Advisory Committee was approved by the MPO Technical Advisory Committee at their October 30, 2017 meeting; and

WHEREAS, the approval of a GIAMPO Redesignation Agreement between the State of Nebraska and the City of Grand, Nebraska, pursuant to 23 CFR 450, may be required for the changes of Article III (Membership) of the bylaws for the GIAMPO Technical Advisory Committee and GIAMPO Policy Board to be effective; and

WHEREAS, the GIAMPO Redesignation Agreement will reflect the changes of Article III (Membership) of the bylaws for the GIAMPO Technical Advisory Committee and GIAMPO Policy Board and other applicable changes such as a reference to Nebraska Department of Roads (NDOR) being updated to Nebraska Department of Transportation (NDOT); and

WHEREAS, the signing of the bylaw amendments to the GIAMPO Technical Advisory Committee and GIAMPO Policy Board for the changes to Article III (Membership) will occur after the approval of the GIAMPO Redesignation Agreement, if required; and

NOW, THEREFORE BE IT RESOLVED, that the Policy Board of the Grand Island Area Metropolitan Planning Organization approves the amendment to the bylaws of the GIAMPO Technical Advisory Committee and GIAMPO Policy Board that may require approval of a GIAMPO Redesignation Agreement.

BE IT FURTHER RESOLVED, that the Chairperson is hereby authorized and directed to execute such agreement on behalf of the Grand Island Area Metropolitan Planning Organization.

Certification:

The foregoing resolution was approved by the Grand Island Area Metropolitan Planning Organization Policy Board at its regularly scheduled meeting on December 12, 2017.

By:

Attest:

Jeremy Jensen, Mayor / Chairperson

John Collins, Public Works Director

GIAMPO – Policy Board

Tuesday, December 12, 2017

Regular Session

Item E5

Approval Recommendation of Amendment No. 3 to the Policy Board Bylaws

Staff Contact: Chad Nabity, Regional Planning Director

December 12, 2017

ISSUE

VOTE: Amendment No. 3 to the Policy Board Bylaws

BACKGROUND

The Bylaws of the Grand Island Area Metropolitan Planning Policy Board govern the operation of the Policy Board.

Amendment No. 3 will reduce the number of Policy Board voting members of the Grand Island City Council from four members to three members.

This amendment will change the NDOR title to Nebraska Department of Transportation for an existing Policy Board voting member.

POLICY CONSIDERATIONS/DISCUSSION

Discuss to reduce the number of Policy Board voting members of the Grand Island City Council from four members to two members instead of three members.

The proposed Amendment No. 3 may require a GIAMPO Re-designation Agreement.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

Approve Amendment No. 3 to the Policy Board Bylaws.

STAFF CONTACTS

Chad Nabity
Allan Zafft

AMENDMENT TO THE GRAND ISLAND AREA METROPOLITAN PLANNING ORGANIZATION –
POLICY BOARD BYLAWS
AMENDMENT #3
Amended: XX/XX/20XX

ARTICLE III - MEMBERSHIP

SUBSECTION #1

Section 1. (Existing Membership)

Section 1. A **Policy Board** voting member shall be a member of the governmental entities listed in Subsection 1a.

1a. The mayor or chairperson of each of the following governmental entities shall submit in writing to the **Policy Board** Secretary the name of the designated voting member or designee if permitted by the GIAMPO Contract.

Subsection 1a. Voting Members

- Mayor of the City of Grand Island
- Four members of the Grand Island City Council recommended by the Mayor and approved by the City Council. Members are recommended and approved on an annual basis.
- Two members of the Hall County Board of Supervisors who reside within the Metropolitan Transportation Planning area, selected by the County Board of Supervisors.
- The Chair of the Hall County Regional Planning Commission, or their designee from the Hall County Regional Planning Commission. Representative must live within the Metropolitan Transportation Planning area.
- The NDOR Director-State Engineer, or designee

A **Policy Board** non-voting member shall be a representative of the entities listed below. The name of the non-voting member or designee shall be submitted in writing to the **Policy Board** Secretary.

Subsection 1b. Ex-Officio (Non-Voting) Members

- The FHWA Nebraska Division Administrator or designee
- The FTA Region VII Administrator or designee
- Other members as approved by a majority vote of the Policy Board

Section 1 (As Amended)

Section 1. A **Policy Board** voting member shall be a member of the governmental entities listed in Subsection 1a.

1a. The mayor or chairperson of each of the following governmental entities shall submit in writing to the **Policy Board** Secretary the name of the designated voting member or designee if permitted by the GIAMPO Contract.

Subsection 1a. Voting Members

- Mayor of the City of Grand Island

- Three members of the Grand Island City Council recommended by the Mayor and approved by the City Council. Members are recommended and approved on an annual basis.
- Two members of the Hall County Board of Supervisors who reside within the Metropolitan Transportation Planning area, selected by the County Board of Supervisors.
- The Chair of the Hall County Regional Planning Commission, or their designee from the Hall County Regional Planning Commission. Representative must live within the Metropolitan Transportation Planning area.
- Nebraska Department of Transportation Director-State Engineer, or designee

A **Policy Board** non-voting member shall be a representative of the entities listed below. The name of the non-voting member or designee shall be submitted in writing to the **Policy Board** Secretary.

Subsection 1b. Ex-Officio (Non-Voting) Members

- The FHWA Nebraska Division Administrator or designee
- The FTA Region VII Administrator or designee
- Other members as approved by a majority vote of the Policy Board

Dated this _____ day of _____, 20XX

ATTEST:

 Mayor Jeremy L. Jensen
 GIAMPO Policy Board Chairperson

 John Collins, P.E.
 GIAMPO Director / Secretary

GIAMPO RESOLUTION NO. 2017-15

Grand Island Area Metropolitan Planning Organization

A Resolution Amending the Bylaws of the Technical Advisory Committee and Policy Board

WHEREAS, the Grand Island Area Metropolitan Planning Organization (GIAMPO), is designated as the Metropolitan Planning Organization (MPO) for the Grand Island Urbanized Area, by the Governor acting through the Nebraska Department of Transportation in cooperation with locally elected officials of the Grand Island Urbanized Area; and

WHEREAS, Article III (Membership) of the bylaws for the GIAMPO Technical Advisory Committee will include the following changes:

- Add Transit Program Manager, City of Grand Island as a voting member
- Add Central Nebraska Regional Airport Executive Director as a voting member (this removes Central NE Regional Airport as an existing non-voting member)
- Modify an existing voting member from Nebraska Department of Roads Highway Planning Manager to Nebraska Department of Transportation Intermodal Planning Engineer or designee
- Modify all the Nebraska Department of Roads titles to Nebraska Department of Transportation for existing voting or non-voting members

WHEREAS, Article III (Membership) of the bylaws for the GIAMPO Policy Board will include the following changes:

- Reduce the number of members of the Grand Island City Council from four members to three members that serve as voting members
- Modify the NDOR title to Nebraska Department of Transportation for an existing voting member

WHEREAS, the changes to Article III (Membership) of the bylaws for the GIAMPO Technical Advisory Committee was approved by the MPO Technical Advisory Committee at their October 30, 2017 meeting; and

WHEREAS, the approval of a GIAMPO Redesignation Agreement between the State of Nebraska and the City of Grand, Nebraska, pursuant to 23 CFR 450, may be required for the changes of Article III (Membership) of the bylaws for the GIAMPO Technical Advisory Committee and GIAMPO Policy Board to be effective; and

WHEREAS, the GIAMPO Redesignation Agreement will reflect the changes of Article III (Membership) of the bylaws for the GIAMPO Technical Advisory Committee and GIAMPO Policy Board and other applicable changes such as a reference to Nebraska Department of Roads (NDOR) being updated to Nebraska Department of Transportation (NDOT); and

WHEREAS, the signing of the bylaw amendments to the GIAMPO Technical Advisory Committee and GIAMPO Policy Board for the changes to Article III (Membership) will occur after the approval of the GIAMPO Redesignation Agreement, if required; and

NOW, THEREFORE BE IT RESOLVED, that the Policy Board of the Grand Island Area Metropolitan Planning Organization approves the amendment to the bylaws of the GIAMPO Technical Advisory Committee and GIAMPO Policy Board that may require approval of a GIAMPO Redesignation Agreement.

BE IT FURTHER RESOLVED, that the Chairperson is hereby authorized and directed to execute such agreement on behalf of the Grand Island Area Metropolitan Planning Organization.

Certification:

The foregoing resolution was approved by the Grand Island Area Metropolitan Planning Organization Policy Board at its regularly scheduled meeting on December 12, 2017.

By:

Attest:

Jeremy Jensen, Mayor / Chairperson

John Collins, Public Works Director

GIAMPO – Policy Board

Tuesday, December 12, 2017

Regular Session

Item E6

Financial Update

Staff Contact: Allan Zafft, MPO Program Manager

**Financial Update
Unified Planning Work Program**

State Fiscal Year 2017 – Entire Year (July 1, 2016 to June 30, 2017)

Category	Total Budget	Total Expenditure	Total Percent Expenditure
Unified Planning Work Program	\$ 8,759	\$ 8,149	93%
Transportation Improvement Program	\$ 10,349	\$ 9,503	92%
Public Participation Plan	\$ 12,594	\$ 8,683	69%
Short Range Studies	\$ 7,107	\$ 5,561	78%
Long Range Transportation Plan	\$ 9,860	\$ 8,504	86%
- Bicycle/Pedestrian Master Plan (Outside Services)	\$ 64,000	\$ -	0%
Transit Planning	\$ 40,404	\$ 40,111	99%
- Transit Needs Study (Outside Services)	\$ 155,000	\$ 36,384	23%
Administration	\$ 29,413	\$ 25,378	86%
Total	\$ 337,486	\$ 142,272	42%

Work Completed for Entire Year

- Adopted the FY 2018 Unified Planning Work Program
- Adopted the FY 2018-2022 Transportation Improvement Program
- Adopted the GIAMPO Americans with Disabilities Act (ADA) Self-Evaluation Plan
- Acquired approval on the FTA 5037 for grant application for transit operations in Grand Island urbanized area for the period between July 1, 2016 to June 30, 2016
- Began the Regional Transit Needs Assessment and Feasibility Study
- Started the GIAMPO Bicycle and Pedestrian Master Plan

State Fiscal Year 2018 – First Quarter (July 1, 2017 to September 30, 2018)

Category	Total Budget	Total Expenditure	Total Percent Expenditure
Unified Planning Work Program	\$ 9,292	\$ -	0%
Transportation Improvement Program	\$ 10,464	\$ 533	5%
Public Participation Plan	\$ 14,222	\$ 2,571	18%
Short Range Studies	\$ 7,533	\$ 1,625	22%
Long Range Transportation Plan	\$ 19,490	\$ 6,154	32%
- Bicycle/Pedestrian Master Plan (Outside Services)	\$ 80,000	\$ -	0%
Transit Planning	\$ 29,633	\$ 10,212	34%
- Transit Needs Study (Outside Services)	\$ 125,000	\$ 70,800	57%
Administration	\$ 34,129	\$ 5,504	16%
Total	\$ 329,762	\$ 97,400	30%

Work Completed for First Quarter

- Continued work on the Regional Transit Needs Assessment and Feasibility Study (i.e. focus group meetings, Technical Memorandums Nos. 1 thru 3)
- Continued work on the GIAMPO Bicycle and Pedestrian Master Plan (i.e. data collection, neighborhood meetings, community workshop)
- Prepared and held Bicycle and Pedestrian Advisory Committee meetings in July and September and Technical Advisory Committee meeting in July
- Participated in NDOT related activities (i.e. State Freight Advisory Committee and Transportation Plans and Programs Management Workshop)
- Updated the GIAMPO stakeholder contact list and continued updates to the GIAMPO website

GIAMPO – Policy Board

Tuesday, December 12, 2017

Regular Session

Item E7

**Approval Recommendation of Final Draft Summary Final Report for
Regional Transit Study**

Staff Contact: Allan Zafft, MPO Program Manager

ISSUE

VOTE: FINAL DRAFT Summary Final Report for the Regional Transit Needs Assessment and Feasibility Study

BACKGROUND

Grand Island and Hall County have had public transportation services available to residents since the mid-1970s. These services were funded in part by Federal Transit Administration (FTA) rural transportation programs and Hall County. After the 2010 Census designation of Grand Island to an urban area, the federal funding mechanisms were affected for public transportation in Grand Island. As an urban area, the FTA appropriates federal funding to urban communities, such as Grand Island, by formula allocations across the United States each fiscal year. One designated recipient within the urban area is appointed by the Governor, and for Grand Island, it is the City of Grand Island. Beginning on July 1, 2016, the City of Grand Island became the primary funding partner from a local perspective, with a small portion of the local match (5%) from Hall County.

In April 2016, the City of Grand Island City Council approved an interlocal agreement where the City provides public transit services within Hall County. The City of Grand Island has an existing contract with Senior Citizens Industries, Inc. d/b/a Hall County Public Transportation for an initial 12-month term, with options for a maximum of two years renewal. The City began managing the transit service in July 2016.

GIAMPO in coordination with the City of Grand Island initiated the Regional Transit Needs Assessment and Feasibility Study in March 2017. Olsson Associates was retained by the City to lead the study efforts. The primary purpose of this study is to provide baseline information to the City of Grand Island, as the City's first year managing the transit service, and to give the City a plan for transit service based upon, but not limited to, community input and vision for the future.

In October 2017, Olsson Associates completed a DRAFT Summary Final Report for the study. This report provides the following information:

- Development of project goals and vision for transit service in Grand Island and Hall County
- Market analysis for the study area
- Evaluation of existing transit services
- Analysis of the existing transit needs, gaps, and potential future demand for transit service
- Review of peer communities
- Evaluation of contract models for transit agencies and a discussion on future governance options
- Public and stakeholder involvement during the study
- Development of future transit alternatives
- A five year plan and budget and an implementation plan for the City of Grand Island

The GIAMPO Public Participation Plan specifies there will be a 15-day public comment period before adoption of a GIAMPO report/document by the Policy Board. The DRAFT Summary Final Report was made available for a 15-day public comment period from October 31 to November 15, 2017. During this period, a public open house was held on November 9, 2017 to give the public an opportunity to offer ideas and suggestions about items relating to the report. One written comment was received during the public comment period. This comment will not result in changes to the content of the DRAFT Summary Final Report.

The DRAFT Summary Final Report is available here:

<http://grand-island.com/your-government/public-works/metropolitan-planning-organization/transit-study/documents>

The final version of the Summary Final Report will update the date of the report to December 12, 2017 and insert a page before the Table of Contents with the following information – recap of public comment period, approval dates by TAC and Policy Board, and information where the final report is available.

POLICY CONSIDERATIONS/DISCUSSION

Transit Agency – Peer Review

The study included a Transit Agency Peer Review, which provides a useful tool in terms of lessons learned at other agencies and in assessing where Hall County Public Transportation is today, compared to peer communities, using transit industry typical statistics for reasonable costs, ridership, and service levels. The peer agencies included: Enid, OK; Idaho Falls, ID; Kingman, AZ; Helena, MT; Casper, WY; and North Platte, NE.

		2014 Population	Post-Secondary School Enrollment	Demand Response Trips	Fixed Route Trips	Total Trips	Transit Trips per Capita	Operating Budget	Operating Budget per Capita	Revenue Hours (Revenue Miles)	Cost per Revenue Hour
	Grand Island, NE	51,236	2,163	35,085	N/A	35,085	0.7	\$490,000	\$10.10	14,705 (170,497)	\$33.32
1	Enid, OK	51,386	1,902	40,800	N/A	40,800	0.8	\$735,446	\$14.89	18,400 (N/A)	\$39.07
2	Idaho Falls, ID	58,691	862	N/A	79,914	79,914	1.4	\$1,229,217	\$20.94	27,924 (350,476)	\$44.02
3	Kingman, AZ	28,912	1,707	N/A	116,352	116,352	4.0	\$771,819	\$26.70	16,564 (170,567)	\$46.60
4	Helena, MT	29,943	2,400	N/A	173,775	173,775	5.8	\$1,317,688	\$46.76	25,209 (488,299)	\$52.27
5	Casper, WY	60,086	4,648	54,213	125,460	179,673	3.0	\$1,730,107	\$31.28	37,410 (448,385)	\$46.25
6	North Platte, NE	24,592	3,250	76,289	N/A	76,289	3.1	\$634,603	\$26.09	14,183 (163,656)	\$44.74
	Average	42,268	2,462	57,101	123,875	111,134	3.0	\$1,069,813	\$27.78	23,282 (324,277)	\$45.64

As shown above, the operating cost per vehicle for the peer agencies range from approximately \$40 to 52 per revenue vehicle hour. The operating cost per vehicle revenue hour performance

measure accounts for every hour a transit vehicle is in service. Hall County Public Transportation is lower than all the peer agencies at \$33.32 per revenue vehicle hour and has a low cost to operate the system.

Contracting Models

The study evaluated different contract models for the City of Grand Island to consider for its operation management in the future.

1. Traditional Transit Management Model – The contractor senior management typically manages the public transit budget and all aspects of the agency’s performance. They also typically report to the public sector board or local overseeing governmental agency. The financial risk of the operation resides with the public transit agency.
2. Operating Service Model – The transit agency contracts with the private sector to operate and manage its service operations, while maintaining the transit agency fleet. The transit agency continues to manage the other key functions of the service.
3. Turn-key Operating Service Contract Model – This is a partnership with a contractor and the public transit agency, who delegates the management and operation of an entire transit system to the contractor, who is held contractually accountable for all aspects and functions of the transit agency.
4. Purchase of Service Contract Model – This is a partnership with the public transit agency and the private provider, who specifically only provides service, direct operations management, and may or may not provide maintenance of the vehicles, depending upon the needs of the agency. This service model typically has payment per trip.

The local estimates for the City of Grand Island for contract models and in-house models are shown in the table below.

Operation Models	City Cost	Contractor Cost	Total Transit Costs
Today*	\$93,000	\$490,000	\$583,000
Traditional	\$93,000	\$698,200	\$791,200
Operating Service	\$93,000	\$668,790	\$761,790
Turn-key	\$93,000	\$943,200	\$1,036,200
Purchase of Service	\$93,000	\$632,215	\$725,215
In-House (incl full-time & part-time drivers)	\$854,725	\$0	\$854,725
In-House (incl part-time drivers)	\$781,200	\$0	\$781,200

* Existing contract with SCI with contract amount of \$638,000

There is not a wrong contracting model. Each community must choose a model that works best for their environment and political culture, keeping in mind, whichever model is chosen will have the best management and use of taxpayer dollars.

Based upon the estimates from the operations table and the longevity of successful contracting for transit services in the Grand Island area, it is recommended the City continue to use contracting in the short term.

Future Governance Options

The City of Grand Island is the new manager of public transportation within the urbanized area of Grand Island. Prior to 2016, Hall County was the manager of public transit services. In the future, it is recommended to begin discussions of a formal governance structure, which incorporates representatives from each of the governmental entities in the region. This governance should be considered for several reasons:

- To establish fair and acceptable cost-sharing arrangements among all entities
- To fund the service through administration of a dedicated funding source
- To ensure that any service changes contemplated in the future are in the best interests of the region and are fair and acceptable to each entity involved
- To establish a long-term commitment for the provision of transit service among all entities

The creation of a multiple entity Regional Authority changes the existing structure and presents an opportunity for a sizable expansion of the service area, if adjacent entities join the Authority. The formation of an Authority allows the regional governance of planning, funding, and operations all under one entity, making it more efficient to provide transit service beyond the city limits of Grand Island.

The existing state law does not permit the City of Grand Island, nor Hall County to form an authority at this time. In 1972, the Nebraska State Legislature passed Legislative Bill 1275 “enabling” the creation of the Transit Authority, City of Omaha, a governmental subdivision of the State of Nebraska, pursuant to statute 14-1803, and the only such transit authority in the state. No other Authority is allowed outside the City of Omaha without the change of this legislative bill. This study recommends the City continue discussions with Hall County and surrounding counties and cities to determine interest in changing existing state law for authorization in the development of an Authority.

Future Alternatives Development

The study developed future transit alternatives that shaped by the vision and goals articulated early in the process, historical ridership and boarding / de-boarding data, transit need, gaps, evaluation of transit delivery in peer cities, input from the community, key stakeholders, rider and community surveys, and consideration of potential services within the community.

Four primary alternatives were developed for the Grand Island and Hall County Region.

1. Status Quo – This is the existing service, which is 24-hour reservation, demand-response.
2. Same-day Demand Response – Resident calls for a reservation, and the bus will pick-up this person at curbside within three hours.
3. Flexible Route Service – Two routes operating in Grand Island, with the option of calling into the office for a route deviation if the rider is unable to walk to the bus stop.
4. Fixed Route Service – Three scheduled routes throughout Grand Island. Eligible passengers who are unable to walk to the bus stop due to a physical or medical disability, have

complementary curbside paratransit service available to them, if the resident lives ¼-mile of the designated fixed bus route.

Five additional services were also examined for their potential application for area residents and employees.

5. Regional Airport Service – This service provides regularly scheduled, reservations-required, ground passenger transit service to Central Nebraska Regional Airport from North Platte, Lexington, Kearney, and Grand Island, with one daily round trip seven days a week.
6. Commuter Express Routes (renamed to Intercity Bus Service) – Two routes operating on Highway 30 between Grand Island and Kearny and Highway 34 between Grand Island and Hastings. This service would operate three trips, Monday through Friday - one morning trip, one mid-day trip, and late afternoon trip with connections to intermodal points.
7. Ridershare Program – This program is based on an online software program that matches two or more persons traveling together in a vehicle.
8. Vanpool Program – An option for a group of residents traveling to/from similar locations through a program in partnership between the Nebraska Department of Transportation and Enterprise.
9. Autonomous Vehicle Technology – Autonomous vehicles rely on “smart infrastructure” that facilitates automatic communication between cars, roadways, bridges, and traffic signals.

The four primary alternatives are exclusive alternatives, meaning only one of these alternatives would be implemented. Each of the additional services could theoretically operate alongside any of the other additional services, or with one of the primary alternatives. Autonomous Vehicle Technology, when sufficiently developed, could also be incorporated into any of the alternatives.

The estimated costs for each transit alternative is summarized in the below table.

Future Transit Alternatives	Annual Operating Cost	Total Capital Vehicles	Total Capital Other	Total Costs - Year 1
Status Quo	\$490,000	N/A	N/A	N/A
Same-day Demand Response	\$738,098	\$700,000	\$60,000	\$1,498,098
Flexible Route Service	\$682,549	\$490,000	\$601,500	\$1,774,049
Fixed Route Service	\$910,066	\$630,000	\$868,250	\$2,408,316
Regional Airport Service	\$67,737	\$70,000	\$10,000	\$147,737
Commuter Express Routes	\$53,997	\$140,000	\$10,000	\$203,997
Ridershare Program	\$12,500	\$0	\$60,000	\$72,500
Vanpool Program	Data Varies Depending Upon Trip Distances and # of Participants			
Autonomous Vehicle Technology	Data Varies Depending Upon Trip Distances and # of Participants			

Five Year Plan

The study has recommended the Fiscally Constrained Plan as the five year plan for the City of Grand Island and Hall County. The Fiscally Constrained Plan is based upon technical data analysis, the public engagement process for this study, and the realistic financial projections for the City for the next five years. Due to the limited resources of the City's general fund, there is very little flexibility with the budget for the City, which is reflected in the Fiscally Constrained Plan.

The Fiscally Constrained Plan includes the following elements:

- Status Quo – Demand Response Service
 - 24-hour Reservation
 - Curb-to-curb service
 - Monday through Friday from 6:00a to 5:00p
 - 7 to 8 peak vehicles
 - \$490,000 annual operating
 - \$2 base fare
- NEW – Transit Service
 - Vanpool Service
 - Rideshare Program
- NEW Changes
 - Branding for the transit service; new look, new image, new name.
 - Increase in transit marketing from dedicated City staff oversight.
 - Increased oversight of transit contract with dedicated City staff oversight.
 - Planning for Intercity Bus Service to/from Kearney and Hastings.

The study has proposed an Illustrative Plan for the City of Grand and Hall County. This plan builds on the Fiscally Constrained Plan and transitions the transit service for the Grand Island urbanized area from Status Quo – Demand Response Service to Flexible Route Service. Due to the current budget constraints for the City, this option is not feasible for at least three years. Should additional funding become available in the near-term, the City's Transit Program Manager would begin initial planning efforts to implement the Flexible Route concept.

The Illustrative Plan includes the following elements:

- Flexible Route Service
 - 2 Routes with 60-minute headways
 - Monday through Friday from 6:00a to 6:30p
 - 6 peak vehicles in urban area
 - \$683,000 annual operating / \$961,500 start-up costs
- Intercity Bus Service
 - Monday through Friday
 - Three trips per day
 - Wifi -equipped vehicles
 - 2 routes (Hastings from/to Grand Island and Kearney from/to Grand Island)

The implementation of the Intercity Bus Service is dependent on identifying the local match for cost of capital projects associated with the service.

Implementation Plan

The study has included an implementation plan with steps for the next two years to continue the momentum for public transportation in Grand Island. These steps will be carried out by the City’s Transit Program Manager.

The implementation plan for actions over the next two year is shown in the following table:

		2018	2019
Initial Implementation Steps			
1	Research Rideshare software program options and develop RFP for purchasing the Rideshare software for implementation.		
2	Implement Rideshare software and coordinate with software developer staff to design software infrastructure relative to local and regional needs.		
3	Coordinate with Enterprise Vanpool program representative and establishments such as JBS and Veterans Home.		
4	Finalize contract with vendor and rollout of Enterprise Vanpool program.		
5	Develop general marketing plan for community outreach and awareness for transit services.		
6	Continue coordination with NDOT on the Intercity Bus Service Plan.		
7	Coordinate with NDOT to develop RFP for Intercity Bus Service Operations Plan and Park and Ride Study.		
8	Coordinate with local agencies and establishments to fund the local match for the vehicles and other capital improvements for Intercity Bus Service.		
9	Develop Bid for service contract of transit operations.		
10	Develop RFP for transit facility preliminary planning.		

BUDGET CONSIDERATIONS

The urbanized area projects in the Fiscally Constrained Plan is funded by FTA Section 5307 funds, FTA Section 5339 funds, Section 5311(f), state match, and local match. The Financial Capacity and Recommended Transportation Plan sections of the Long Range Transportation Plan will be amended to incorporate the operating and capital expenses and the funding of the urbanized area projects in the Fiscally Constrained Plan.

COMMITTEE ACTION

The TAC approved the recommendation of the Summary Final Report on October 30, 2017.

RECOMMENDATION

Approve the Summary Final Report for the Regional Transit Study.

STAFF CONTACTS

Allan Zafft



Future Governance Options

The City of Grand Island is the new manager of public transportation within the urbanized area of Grand Island. Prior to 2016, Hall County was the manager of public transit services. In the future, it is recommended to begin discussions of a formal governance structure, which incorporates representatives from each of the governmental entities in the region. This governance should be considered for several reasons:

- To establish fair and acceptable cost-sharing arrangements among all entities
- To fund the service through administration of a dedicated funding source
- To ensure that any service changes contemplated in the future are in the best interests of the region and are fair and acceptable to each entity involved
- To establish a long-term commitment for the provision of transit service among all entities

The creation of a multiple entity Regional Authority changes the existing structure and presents an opportunity for a sizable expansion of the service area, if adjacent entities join the Authority. The formation of an Authority allows the regional governance of planning, funding, and operations all under one entity, making it more efficient to provide transit service beyond the city limits of Grand Island.

The existing state law does not permit the City of Grand Island, nor Hall County to form an authority at this time. In 1972, the Nebraska State Legislature passed Legislative Bill 1275 "enabling" the creation of the Transit Authority, City of Omaha, a governmental subdivision of the State of Nebraska, pursuant to statute 14-1803, and the only such transit authority in the state. No other Authority is allowed outside the City of Omaha without the change of this legislative bill. This study recommends the City continue discussions with Hall County and surrounding counties and cities to determine interest in changing existing state law for authorization in the development of an Authority.

Implementation Plan

	2018	2019
Initial Implementation Steps		
1	Research Rideshare software program options and develop RFP for purchasing the Rideshare software for implementation.	
2	Implement Rideshare software and coordinate with software developer staff to design software infrastructure relative to local and regional needs.	
3	Coordinate with Enterprise Vanpool program representative and establishments such as JBS and Veterans Home.	
4	Finalize contract with vendor and rollout of Enterprise Vanpool program.	
5	Develop general marketing plan for community outreach and awareness for transit services.	
6	Continue coordination with NDOT on the Intercity Bus Service Plan.	
7	Coordinate with NDOT to develop RFP for Intercity Bus Service Operations Plan and Park and Ride Study.	
8	Coordinate with local agencies and establishments to fund the local match for the vehicles and other capital improvements for Intercity Bus Service.	
9	Develop Bid for service contract of transit operations.	
10	Develop RFP for transit facility preliminary planning.	

Grand Island Area Metropolitan Planning Organization (GIAMPO)
 100 East First Street, Box 1968
 Grand Island, NE 68802
 308.389.0273
 www.grand-island.com/GIAMPO

Getting to the Route of It

THE ROLE OF GOVERNANCE
 IN REGIONAL TRANSIT



The implementation plan includes specific projects identified within the study to continue the momentum of enhancing public transit in the Grand Island region. In the next two years, transit projects are planned, which will set the stage for the next phases of enhanced public transit service in the community.



October 16, 2017

Study Background

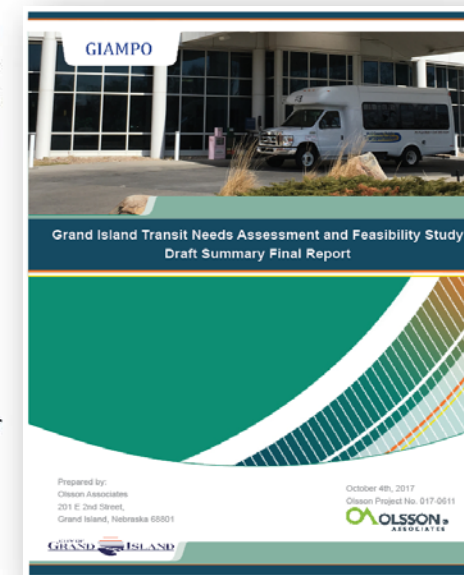
Grand Island and Hall County have had public transportation services available to residents since the mid-1970s. After the 2010 Census designation of Grand Island to an urban area, the City of Grand Island became the primary provider for public transportation within the urbanized area, with Hall County responsible for the rural areas within the County. The City began managing transit service in July 2016. The City currently contracts with Senior Citizens Industries, Inc. (SCI) d/b/a Hall County Public Transportation to operate transit services within the urbanized area. SCI also provides transit service in the rural area with funding from Hall County.

The primary purpose of this study is to provide baseline information to the City of Grand Island, as the City's first year managing the transit service, and to give the City a plan for transit service based upon, but not limited to, community input and vision for the future.

The study identifies future transit opportunities, challenges, and overall transit demand for public transportation in Grand Island and Hall County.



Final Report



The project included a multi-level data collection effort, evaluation of current conditions and operational structures, a review of peer communities, and the development of future transit alternatives. Based on technical analysis, public and stakeholder involvement, enhanced transit improvements are recommended. The study approach concluded with a 5-Year Fiscally Constrained Plan and a 5-Year Illustrative Plan for the urbanized area. An Implementation Plan with steps for the next two years is also included in the study.

Transit Vision

*Efficient Mobility for All
 Residents in the Grand Island
 Region*



In March 2017, the Grand Island Area Metropolitan Planning Organization (GIAMPO) retained Olsson Associates, and worked closely with stakeholders from around the community to develop future transit alternatives and develop this plan.

The Summary Final Report includes a review of existing transit operations in the study area, identifies the areas in Grand Island with the greatest transit need, presents future transit options, and provides a realistic plan moving forward for the City of Grand Island. The study provides a roadmap for the City to follow to meet the future vision of transit for the Grand Island community.

Fiscally Constrained Plan

The Fiscally Constrained Plan is based upon technical data analysis, the public engagement process for this study, and the realistic financial projections for the City for the next five years. Due to the limited resources of the City's general fund, there is very little flexibility with the budget for the City, which is reflected in the Fiscally Constrained Plan with the recommendation for remaining Status Quo, 24-hour demand response service, which is what is provided today.

Even though limited funding is projected to continue for the next five years, there are planning projects to begin immediately that require little or no funding increases over the existing budget, as shown on the right.

New transit services in the next five years include coordination with the Nebraska Department of Transportation for Vanpool Services, which focus on major activity centers in the region and connecting riders to similar destinations. In addition, the City is implementing a free Rideshare Program available for all residents in the community. The Rideshare Program is based on an online software program that matches two or more persons traveling together in a vehicle.



Vanpool Coordination



Transit Branding

Illustrative Plan

The Illustrative Plan for the City of Grand Island and Hall County includes the Flexible Route Service concept. Due to the current budget constraints for the City, **this option is not feasible for at least three years**. Should additional funding become available in the near-term, the Transit Program Manager would begin initial planning efforts to implement the Flexible Route concept.

ILLUSTRATIVE PLAN

- **Flexible Route Service**
- 2 Routes
- Monday – Friday
- 6:00 am – 6:30 pm
- 6 peak vehicles in urban area
- 60-minute headways
- \$683,000 annual operating/ \$961,000 start-up costs
- 19,125 annual revenue hours
- **Intercity Bus Service**
- Monday - Friday
- Three trips per day
- Wifi-equipped vehicles
- 2 routes -
 - Hastings from/to Grand Island
 - Kearney from/to Grand Island

FISCALLY CONSTRAINED PLAN

Status Quo – Demand Response Service

- Demand Response
- 24-hour Reservation
- Curb-to-curb service
- Monday – Friday
- 6:00 am – 5:00 pm
- 7 to 8 peak vehicles
- \$490,000
- \$2.00 base fare
- 12 vehicles

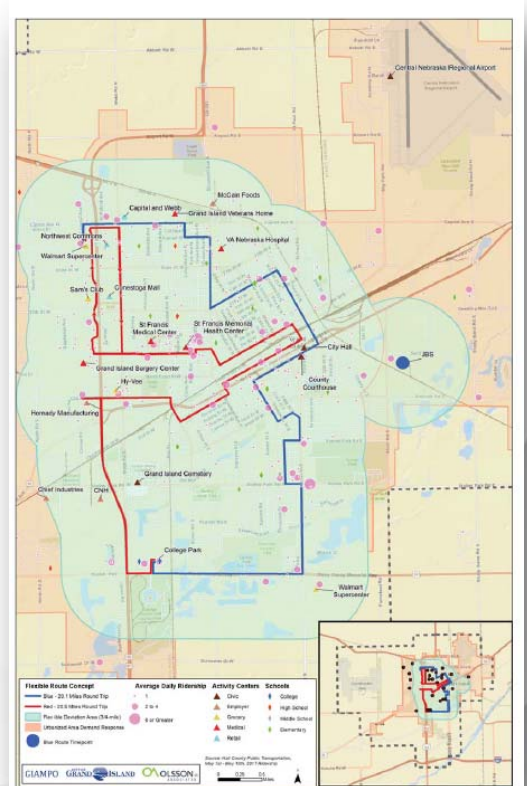
NEW – Transit Service

- Vanpool Service
- Rideshare Program

NEW Changes

- Branding for the transit service; new look, new image, new name.
- Increase in transit marketing from dedicated City staff oversight.
- Increased oversight of transit contract with dedicated City staff oversight.
- Planning for Intercity Bus Service to/from Kearney and Hastings.

FLEXIBLE ROUTE SERVICE



Multiple opportunities were provided for public engagement and activity participation throughout the study process.

Public Engagement



Many opportunities for public engagement were available throughout the study, including:

- Public Open Houses
- Focus Group meetings
- Major employer meetings
- Online community survey
- Social media outreach
- Transit rider survey
- Local Project Team meetings
- Transit provider interviews



Future Alternatives Development

Future transit alternatives were developed and shaped by the vision and goals articulated early in the process, historical ridership and boarding / de-boarding data, transit need, gaps, evaluation of transit delivery in peer cities, input from the community, key stakeholders, rider and community surveys, and consideration of potential services within the community.

Four primary alternatives were developed for the Grand Island and Hall County Region.

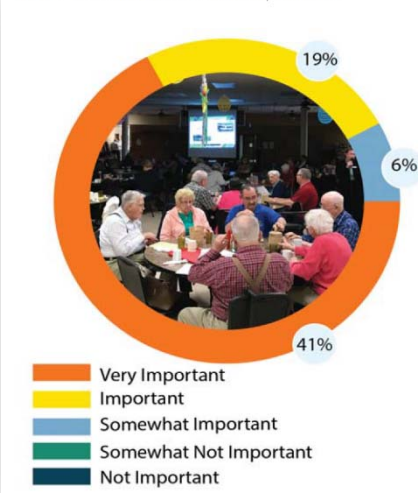
1. Status Quo
2. Same-day Demand Response
3. Flexible Route Service
4. Fixed Route Service

Five additional services were also examined for their potential application for area residents and employees.

5. Regional Airport Service
6. Commuter Express Routes
7. Rideshare Program
8. Vanpool Program
9. Autonomous Vehicle Technology

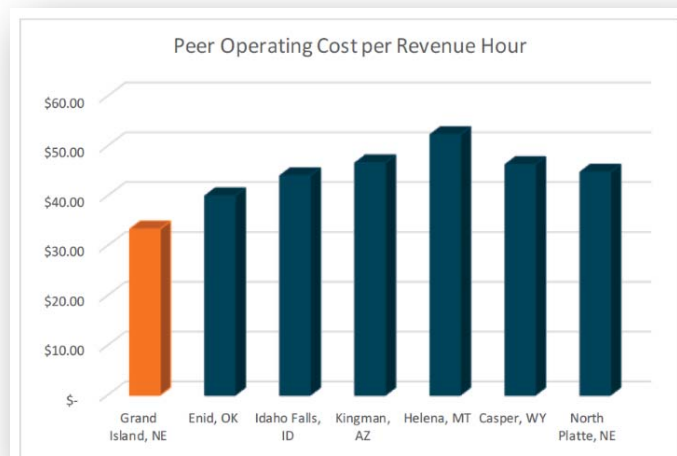
During Round Two Focus Groups, a representative from the NDOT suggested revisiting the Commuter Express Route as an Intercity Bus Route and provide transit service outside typical commute hours. The study team updated the service option to two Intercity Bus Routes, to/from Grand Island, Kearney, and Hastings.

Figure 7.2: Importance of Transit Tomorrow



Transit Agency - Peer Review

The study included a Transit Agency Peer Review, which provides a useful tool in terms of lessons learned at other agencies and in assessing where Hall County Public Transportation is today, compared to peer communities, using transit industry typical statistics for reasonable costs, ridership, and service levels. The peer agencies included: Enid, OK; Idaho Falls, ID; Kingman, AZ; Helena, MT; Casper, WY; and North Platte, NE.



GIAMPO RESOLUTION NO. 2017-16

Grand Island Area Metropolitan Planning Organization

A Resolution Approving the Summary Final Report for the Regional Transit Needs Assessment and Feasibility Study

WHEREAS, the Grand Island Area Metropolitan Planning Organization (GIAMPO), is designated as the Metropolitan Planning Organization (MPO) for the Grand Island Urbanized Area, by the Governor acting through the Nebraska Department of Transportation in cooperation with locally elected officials of the Grand Island Urbanized Area; and

WHEREAS, GIAMPO has prepared a Summary Final Report for the Regional Transit Needs Assessment and Feasibility Study to provide the City of Grand Island a five-year plan to efficiently operate transit service within the Grand Island Metropolitan Planning Area; and

WHEREAS, the preparation of the Summary Final Report has involved extensive public participation and outreach efforts; and

WHEREAS, the Summary Final Report is consistent with the goals and objectives contained in the Long Range Transportation Plan "Journey 2040"; and

WHEREAS, the Draft of the Summary Final Report was made available for public comment for a fifteen (15) day period; and

WHEREAS, the Draft of the Summary Final Report was reviewed and recommendation for adoption by the MPO Technical Advisory Committee (TAC) was made at their October 30, 2017 meeting; and

NOW, THEREFORE BE IT RESOLVED, that the Policy Board of the Grand Island Area Metropolitan Planning Organization approves and adopts the Summary Final Report for the Regional Transit Needs Assessment and Feasibility Study.

BE IT FURTHER RESOLVED, that the Chairperson is hereby authorized and directed to execute such agreement on behalf of the Grand Island Area Metropolitan Planning Organization.

Certification:

The foregoing resolution was approved by the Grand Island Area Metropolitan Planning Organization Policy Board at its regularly scheduled meeting on December 12, 2017.

By:

Attest:

Jeremy Jensen, Mayor / Chairperson

John Collins, Public Works Director

GIAMPO – Policy Board

Tuesday, December 12, 2017

Regular Session

Item J1

Other Business

Staff Contact: Mayor Jeremy Jensen