



GIAMPO - Policy Board

**Tuesday, November 22, 2022
4:00 pm @ City Hall- Community Meeting Room
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 August 23, 2022 Policy Board Meeting
4. Approval of Final Draft Amendment No. 1 to FY 2023-2027 Transportation Improvement Program
5. Approval of Final Draft Amendment No. 4 to Long Range Transportation Plan
6. MPO Financial Update
7. Report on the Transit Development Plan
8. Next Meeting
9. Adjournment

Special Accommodations: Please notify the City of Grand Island at 308-385-5455 if you require special accommodations to attend this meeting (i.e., interpreter services, large print, reader, hearing assistance). Para asistencia en español, por favor enviar un correo electrónico a giampo@grand-island.com.

GIAMPO – Policy Board

Tuesday, November 22, 2022

Regular Session

Item C1

Approval of Minutes from the August 23, 2022 Policy Board Meeting

Staff Contact: Mayor Roger Steele

GRAND ISLAND AREA METROPOLITAN PLANNING ORGANIZATION (GIAMPO)

MINUTES OF POLICY BOARD MEETING

Tuesday, August 23, 2022 at 4:00 pm

Grand Island City Hall – Community Meeting Room

100 E 1st Street, Grand Island, NE 68801

VOTING MEMBERS ATTENDANCE:

Roger Steele, Mayor, City of Grand Island	Present
Mitch Nickerson, City of Grand Island, Council Member	Present
Jason Conley, City of Grand Island, Council Member	Absent
Michelle Fitzke, City of Grand Island, Council Member	Absent
John Selmer, NDOT District 4 Engineer	Absent
Gary Quandt, Hall County Commissioner	Present
Ron Peterson, Hall County Commissioner	Present
Pat O'Neill, Hall County Planning Commission Chairman	Present

NON-VOTING MEMBERS ATTENDANCE:

Jerry Janulewicz, City of Grand Island City Administrator	Present
Keith Kurz, City of Grand Island Assistant Public Works Director	Present
VACANT, City of Grand Island, Assistant City Administrator	Absent
Allan Zafft, City of Grand Island MPO Program Manager	Present
Catrina DeLosh, City of Grand Island Public Works Admin Assistant	Present
Patrick Brown, City of Grand Island Finance Director	Present
Brian Schultz, City of Grand Island Asst. Finance Director	Present
Stacy Nonhof, City of Grand Island Interim Attorney	Absent
VACANT, City of Grand Island Public Works Director	Absent
Tim Golka, City of Grand Island Project Manager	Absent
Chad Nabity, Regional Planning Director	Absent
Charlene Falmlen, Transit Program Manager	Absent
Joseph Werning, Administrator, FHWA NE Division	Absent
Mokhtee Ahmad, Administrator, FTA Region VII	Absent
Wes Wahlgren, NDOT District 4 Engineer	Absent
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
Mark Fischer, NDOT Assistant Planning Engineer	Absent
Gerri Doyle, FTA Region VII Planner	Absent

Call to Order

Mayor Steele called the meeting to order at 4:30 pm. The Nebraska Open Meetings Act was acknowledged.

Roll Call

Roll call was taken.

Approval of Minutes from the May 24, 2022 Policy Board Meeting

Motion by Quandt to approve the minutes from the May 24, 2022 meeting, seconded by Peterson. Upon roll call vote, all voted in favor. Motion adopted.

Approval Recommendation of Final Draft Amendment No. 1 to FY 2023 Unified Planning Work Program

Zafft informed the Policy Board that Amendment No. 1 to the Unified Planning Work Program is to add the section “Set-Aside for Increasing Safe and Accessible Transportation Options”, add the activity of “Program/administer Carbon Reductions Program (CRP) funds in coordination with NDOT” to the Transportation Improvement Program work element, increase the amount for the Fringe/Indirect - MPO Program Manager for each of the work categories/elements, as well as miscellaneous minor revisions to the program.

Motion by Peterson to approve recommendation of Final Draft Amendment No. 1 to FY 2023 Unified Planning Work Program, seconded by Quandt. Upon roll call vote, all voted in favor. Motion adopted.

MPO Financial Update

Zafft provided an update for State Fiscal Year 2022; Fourth Quarter, which is from April 1, 2022 to June 30, 2022.

Report on the Nebraska Electric Vehicle Charging Infrastructure Plan

Zafft reported on the Nebraska Electric Vehicle Charging Infrastructure Plan, which is a requirement of the National Electric Vehicle Infrastructure Formula Program. This is a new program through the Infrastructure Investment and Jobs Act, which was signed into law November 2021.. Nebraska will have access to \$30.2 million (~\$6 million/year) in formula funds for EV charging infrastructure while also still being able to complete for a portion of and additional \$2.5 billion in discretionary grant funding. The first priority is the buildout of the designated Alternative Fuel Corridors consisting of four DC fast chargers per location spaced no more than 50 miles apart along the corridor. The designated corridors in Nebraska are I-80 across the state and Highway 6 in the Omaha area. The draft plan was submitted to the federal government in D.C. The Nebraska Department of Transportation anticipates the first call for funding proposals late fall or this winter.

Next Meeting Date

The next meeting of the Policy Board will be on November 11, 2022 at 4:00 pm at City Hall.

Adjournment

There being no further business, Mayor Steele adjourned the meeting at 4:49 pm.

GIAMPO – Policy Board

Tuesday, November 22, 2022

Regular Session

Item E1

**Approval of Final Draft Amendment No. 1 to FY 2023-2027
Transportation Improvement Program**

Staff Contact: Allan Zafft, MPO Program Manager

Policy Board Agenda Report
November 22, 2022

Agenda Item No. E1

ISSUE

VOTE: Amendment No. 1 to the FY 2023-2027 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 FY 2023-2027 TIP includes the following revision:

- TIP Number: 2023-002, Project Name: Broadwell Avenue Viaduct – Add project and program federal funds

Enclosed is this amendment with details of the above revision.

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 18 to November 2, 2022. No public comments were received.

The project in the proposed Amendment No. 1 is financially constrained, and it is consistent with the proposed Amendment No. 4 to the Long Range Transportation Plan.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

The Technical Advisory Committee approved the proposed Amendment No. 1 to the FY 2023-2027 TIP on October 17, 2022.

RECOMMENDATION

Approve Amendment No. 1 to the FY 2023-2027 Transportation Improvement Program.

STAFF CONTACT

Allan Zafft

Grand Island Area Metropolitan Planning Organization (GIAMPO)
Transportation Improvement Program
Fiscal Years 2023 - 2027
Amendment No. 1

TIP No.: 2023-002	Project Sponsor: Grand Island	District: 4	Highway: Broadwell Avenue
Project or State ID: 43009	Project No.: RRZ-40(68)	A/Q Status: Exempt	Length (SLM): 0.35
Project Name:	Broadwell Avenue Viaduct		
Project Description / Improvement:	Construct grade separated viaduct over the UPRR. This includes the intersection at Broadwell Avenue and US-30/2nd Street being reconstructed to accommodate the grade change associated with the structure.		
Project Location / Termini:	Broadwell Avenue from 1st Street, approx. 300 feet southeast of US-30/2nd Street, to 4th Street, approx. 1,500 feet north of US-30/2 nd Street		
Amendment Description:	New Project		

				TIP
Year of Expenditure	Phase	Fund Type	Fund or Obligation Description	Estimate by Phase Amount (\$1,000)*
2023	PE	Federal	SFTY	\$2,552
2023	PE	Local	Grand Island	\$638
2027	ROW	Federal	SFTY	\$1,376
2027	ROW	Local	Grand Island	\$344
2028	UTILITIES	Federal	SFTY	\$384
2028	UTILITIES	Local	Grand Island	\$96
2028	CONST/CE	Federal	SFTY	\$23,056
2028	CONST/CE	Local	Grand Island	\$5,764

Notes: YOY 2028 is not reflected in Financial Constraint Table of FY 2023-2027 TIP.

* The TIP amounts for Grand Island are subject to decrease because the UPRR is anticipated to provide a portion of funding to the local match.

Federal Total: \$27,368 Non-Federal Total: \$6,842 Total: \$34,210

TRANSPORTATION IMPROVEMENT PROGRAM

Financial Plan Update

Approval of Amendment No. 1 to the Fiscal Years 2023-2027 Transportation Improvement Program (TIP) will require financial constraint summary table from the Fiscal Years 2023-2027 TIP to be modified as follows:

Grand Island Area Metropolitan Planning Organization (GIAMPO)
Transportation Improvement Program
Fiscal Years 2023-2027
Financial Constraint Projects
(\$1,000's)

Federal Highway Administration	2023	2024	2025	2026	2027	Total
National Highway Performance Program (NHPP)	\$6,017	\$0	\$6,796	\$0	\$0	\$12,813
Highway Safety Improvement Program (HSIP)	\$0	\$0	\$0	\$0	\$0	\$0
Highway Safety Improvement Program, includes Rail Safety (SFTY)	\$2,552	\$0	\$0	\$0	\$1,376	\$3,928
Surface Transportation Block Grant Program (STPG)	\$0	\$0	\$2,134	\$0	\$0	\$2,134
Nebraska Department of Transportation	\$6,199	\$30,779	\$2,232	\$0	\$0	\$39,210
City of Grand Island	\$4,383	\$9,289	\$2,985	\$0	\$344	\$17,001
	\$19,151	\$40,068	\$14,147	\$0	\$1,720	\$75,086

Federal Transit Administration	2023	2024	2025	2026	2027	Total
Section 5307 and 5305	\$2,740	\$2,638	\$784	\$803	\$0	\$6,966
Section 5311	\$50	\$63	\$57	\$59	\$0	\$228
Section 5339	\$564	\$0	\$0	\$0	\$0	\$564
Nebraska Department of Transportation	\$22	\$25	\$24	\$25	\$0	\$96
City of Grand Island	\$838	\$710	\$506	\$519	\$0	\$2,573
Hall County	\$22	\$25	\$24	\$25	\$0	\$96
	\$4,237	\$3,460	\$1,395	\$1,431	\$0	\$10,523

NOTE: The financial table above illustrates the identified funding for the projects included in the tables for FY 2023-2027.

GIAMPO RESOLUTION NO. 2022-6

Grand Island Area Metropolitan Planning Organization

A Resolution Amending the FY 2023-2027 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, on May 24, 2022, GIAMPO, pursuant to 23 USC 134 and 49 USC 5303, adopted a Transportation Improvement Program for federal Fiscal Years (FY) 2023 through 2027 (the TIP); and

WHEREAS, GIAMPO has prepared an amendment to the TIP that adds a City of Grand Island project as identified in Exhibit A; and

WHEREAS, the project included in the amendment is consistent with the currently adopted MPO Long Range Transportation Plan; 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 FY 2023-2027 Transportation Improvement Program attached as Exhibit A and incorporated herein by reference.

Certification:

The foregoing resolution was approved by the Grand Island Area Metropolitan Planning Organization Policy Board at its regularly scheduled meeting on November 22, 2022 and is effective immediately upon adoption.

By:

Attest:

Roger G. Steele, Mayor / Chairperson

Keith Kurz, Interim Public Works Director

Exhibit A, page 1 of 1

Grand Island Area Metropolitan Planning Organization (GIAMPO)
Transportation Improvement Program
Fiscal Years 2023 - 2027
Amendment No. 1

TIP No.: 2023-002	Project Sponsor: Grand Island	District: 4	Highway: Broadwell Avenue
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Project Location / Termini:	Broadwell Avenue from 1st Street, approx. 300 feet southeast of US-30/2nd Street, to 4th Street, approx. 1,500 feet north of US-30/2 nd Street		
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2028	CONST/CE	Local	Grand Island	\$5,764

Notes: YOE 2028 is not reflected in Financial Constraint Table of FY 2023-2027 TIP.

* The TIP amounts for Grand Island are subject to decrease because the UPRR is anticipated to provide a portion of funding to the local match.

Federal Total: \$27,368 Non-Federal Total: \$6,842 Total: \$34,210

GIAMPO – Policy Board

Tuesday, November 22, 2022

Regular Session

Item E2

Approval of Final Draft Amendment No. 4 to Long Range Transportation Plan

Staff Contact: Allan Zafft, MPO Program Manager

Policy Board Agenda Report
November 22, 2022

Agenda Item No. E2

ISSUE

VOTE: Amendment No. 4 to the 2045 Long Range Transportation Plan

BACKGROUND

In February 2021, the GIAMPO Policy Board approved the Grand Island metropolitan region's 2045 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 Transportation Improvement Program (TIP).

The proposed Amendment No. 4 to the 2045 LRTP modifies the potential funding sources for one (1) fiscally constrained project and adjusts the fiscally constrained plan of the plan to include additional anticipated federal revenue. The details of the proposed amendment appear below.

Amend Fiscally Constrained Roadway Project

- **Project ID:** 7
- **Project Description:** Broadwell Ave at UP railroad
- **Improvement Type:** Grade Separation
- **Actions:**
 1. Modify the potential funding sources from "Local / State" to "Local / Other / Federal" in Table 9-3 (Fiscally Constrained Roadway Projects) of the LRTP. SFTY represents a federal funding source, and OTHER represents funding from the railroad.
- **Other:** The proposed Amendment No. 1 to the FY 2023-2027 Transportation Improvement adds a new project (TIP Number: 2023-002, Project Name: Broadwell Avenue Viaduct). LRTP Amendment No. 4 is the result of this TIP amendment.

An LRTP amendment is required when adding federal funding sources or changing from one federal funding category to another for a project, in accordance with the *NDOT Operating Manual for Metropolitan Planning Organization Transportation Planning*.

The proposed amendment requires modifications in Chapter 7 – Future Transportation Revenues and Chapter 9 – Fiscally Constrained Plan. Enclosed are pages from these chapters with the applicable changes shown in red.

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. 4 was made available for a 30-day public comment period from October 18 to November 17, 2022.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

The Technical Advisory Committee approved the proposed Amendment No. 4 to the 2045 LRTP on October 17, 2022.

RECOMMENDATION

Approve Amendment No. 4 to the 2045 Long Range Transportation Plan.

STAFF CONTACT

Allan Zafft



Table 7-10. Projected CRANE O&M and Capital Budget

YEAR	FUNDING SOURCE	OPERATING	OTHER CAPITAL ITEMS	BUS SUPPORT EQUIPMENT / FACILITIES	TOTAL BUDGET
2021	FTA 5307	\$304,000	\$157,000	\$36,000	\$497,000
	Grand Island	\$304,000	\$61,000	\$9,000	\$374,000
2022	FTA 5307	\$313,000	\$249,000	\$37,000	\$599,000
	Grand Island	\$313,000	\$62,000	\$9,000	\$385,000
2023	FTA 5307	\$323,000	\$177,000	\$38,000	\$538,000
	Grand Island	\$323,000	\$44,000	\$10,000	\$376,000
2024	FTA 5307	\$348,000	\$167,000	\$39,000	\$554,000
	Grand Island	\$336,000	\$42,000	\$10,000	\$388,000

Source: Grand Island Area MPO, Transportation Improvement Program

Future Transportation Funding Levels

Future anticipated funding levels were developed for the LRTP, based on the financial analysis completed in this chapter, and budget assumptions provided by Nebraska DOT program management staff. The key assumption was a 3% annual budget growth, and 4% annual cost growth (discussed in more detail in **Chapter 9**).

Future Federal Program Funding Levels

Future funding levels for Federal programs are shown in **Table 7-11**.





Table 7-11: Projected Federal Program Revenues for GIAMPO, Year of Expenditure

TIME BAND	YEARS	STBG-TA	HSIP	FTA 5307	FTA 5311
Annual Level	2020	\$151,000	\$340,000	\$497,000	\$20,000
Short-Term	2026-2030	\$957,700	\$29,522,900 ⁸	\$3,312,000	\$131,000
Mid-Term	2031-2037	\$1,603,000	\$3,605,000	\$5,865,000	\$233,000
Long-Term	2038-2045	\$2,289,000	\$5,146,200	\$8,996,000	\$358,000
2026-2045 Total		\$4,849,700	\$38,274,100	\$18,173,000	\$722,000

There are potential NHPP and Congestion Mitigation and Air Quality (CMAQ) funding that might become available for future use within the GIAMPO area, but the use of these funds are state-directed and no revenue estimates were developed for these programs could reasonably be developed for the LRTP.

Additional Transit Fund

CRANE received an award of \$2.2 million in additional funds through the Coronavirus Aid, Relief, and Economic Security (CARES) Act in March 2020. CRANE is planning to use the money for service expansion and to address facility needs.

Future Local Program Funding Levels

Future funding levels for locally directed programs are shown in **Table 7-12**. Note that this analysis focuses on funding for Grand Island, as all of the city is within the GIAMPO area, and the majority of the other two large jurisdictions (Hall County and Merrick County) lie outside of the GIAMPO study area. The table also shows anticipated outlays for operations and maintenance budgets for each time band.

⁸ The short-term time band for HSIP includes \$27,368,000 in SFTY funds for the Broadwell Avenue Viaduct. This project is identified in Amendment No. 1 to the GIAMPO FY 2023-2027 TIP, and it is Project ID 7 in the LRTP. SFTY funds is known as Highway Safety Improvement Program (includes Rail Safety) in the NDOT STIP.





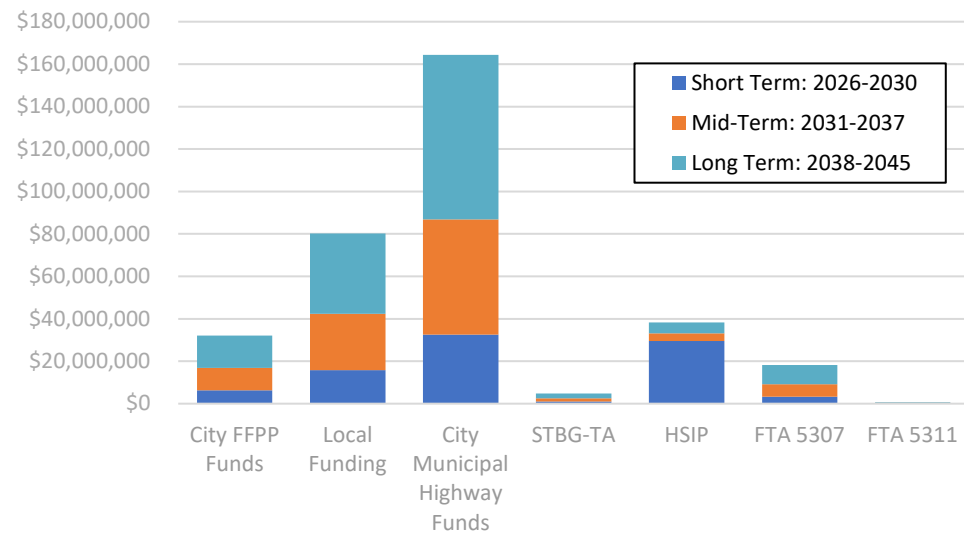
Table 7-12: Projected Grand Island Transportation Revenues, Year of Expenditure

TIME BAND	YEARS	GRAND ISLAND FFPP FUNDS	GRAND ISLAND LOCAL FUNDING	GRAND ISLAND MUNICIPAL HIGHWAY FUNDS	TOTAL CITY FUNDS FOR TRANSPORTATION	O&M BUDGET	REMAINING LOCAL FUNDS FOR PROJECTS
Annual Level	2020	\$999,125	\$2,500,000	\$5,124,050	\$8,623,175		
Short-Term	2026-2030	\$6,333,841	\$15,848,465	\$32,483,330	\$54,665,636	\$40,810,000	\$13,855,636
Mid-Term	2031-2037	\$10,597,363	\$26,516,599	\$54,348,952	\$91,462,914	\$68,290,000	\$23,172,914
Long-Term	2038-2045	\$15,125,367	\$37,846,517	\$77,570,979	\$130,542,862	\$97,460,000	\$33,082,862
2026-2045 Total		\$32,056,571	\$80,211,581	\$164,403,260	\$276,671,413	\$206,560,000	\$70,111,413

Figure 7-1 illustrates the funding projections by source that are anticipated in this plan. As shown, the majority of funding for the transportation system in the GIAMPO region is locally-sourced.⁹

⁹ The short-term time band for HSIP includes \$27,368,000 in SFTY funds for the Broadwell Avenue Viaduct. This project is identified in Amendment No. 1 to the GIAMPO FY 2023-2027 TIP, and it is Project ID 7 in the LRTP. SFTY funds is known as Highway Safety Improvement Program (includes Rail Safety) in the NDOT STIP. Even though it is not shown in the funding projections, the UPRR is anticipated to provide a portion of funding (OTHER) to the local match of the Broadwell Avenue Viaduct.

Figure 7-1. Funding Projections by Funding Source and Time Band



**Table 9-2: Committed Transit Projects**

PROJECT DESCRIPTION	COST (YOE \$)
Urban Transit Operations	\$3,711,000
Rural Transit Operations	\$164,000
Transit Planning	\$100,000
Transit Capital Acquisition	\$5,534,000
Transit Development Plan	\$150,000

Source: GIAMPO Transportation Improvement Program, 2023-2027

Fiscally Constrained Projects

The fiscally constrained roadway projects for 2026 through 2045 are presented in **Table 9-3**. The location and implementation time band for each fiscally constrained roadway project is shown in **Figure 9-1**. High Priority Vision roadway projects are included in this figure while **Table 9-5** summarizes them.

The fiscally constrained bicycle and pedestrian projects are presented in **Table 9-4**. The location and implementation time band for each fiscally constrained bicycle and pedestrian project is shown in **Figure 9-2**. High Priority Vision bicycle and pedestrian projects are included in this figure while **Table 9-5** summarizes them.

The next three sub-sections address the LRTP's fiscal constraint by describing the anticipated budget, projects costs, and budget balance by major funding category: HSIP, STBG-TA, and local funding.

High Priority Vision projects are transportation investments that do not fit within the current fiscally constrained budget but would be the first projects that GIAMPO and member jurisdictions would promote into the Transportation Improvement Program should additional future funding become available.

HSIP Fiscal Constraint

As outlined in **Chapter 7**, HSIP funds are not directly allocated to GIAMPO on an annual basis but are reasonably expected to be awarded in proportion to regional needs for eligible projects. Based on the project funding assumptions in **Table 9-3**, the following summarizes HSIP budgets, project costs, and balances:

- **HSIP Budget: \$37,941,000** in year-of-expenditure HSIP funds are projected for the GIAMPO area for the years 2026-2045.¹
- **HSIP Project Costs: \$30,816,000** in year-of-expenditure HSIP project costs for the 2026-2045 period.¹ This specifically includes:
 - \$29,856,000 in Short-term (2026-2030) HSIP project funding
 - \$960,000 in Mid-term (2031-2037) HSIP project funding
- **Remaining HSIP Budget Balance:** \$7,125,000 balance in HSIP funds between 2026-2045.²

STBG-TA Fiscal Constraint

As with HSIP funds, STBG-TA funds are not directly allocated to GIAMPO annually. The reasonably-expected funding levels were evaluated against eligible project costs. Based on the project funding assumptions in **Table 9-4**, the following summarizes STBG-TA budgets, project costs, and balances:

¹ The HSIP budget and project costs includes \$27,368,000 in SFTY funds for the Broadwell Avenue Viaduct. This project is identified in Amendment No. 1 to the GIAMPO FY 2023-2027 TIP, and it is Project ID 7 in the LRTP. SFTY funds is known as Highway Safety Improvement Program (includes Rail Safety) in the NDOT STIP.

² Note these are not actual remaining funds but illustrate that assumed HSIP funding contributions are below the anticipated regional HSIP funding budget.





- **STBG-TA Budget:** \$4,849,700 in year-of-expenditure STBG-TA funds are projected for the GIAMPO area for the years 2026-2045.
- **STBG-TA Project Costs:** \$4,837,500 in year-of-expenditure STBG-TA project funding for the 2026-2045 period. This specifically includes:
 - \$952,000 in Short-term (2026-2030) STBG-TA project funding
 - \$1,605,500 in Mid-term (2031-2037) STBG-TA project funding
 - \$2,280,000 in Long-term (2038-2045) STBG-TA project funding
- **Remaining STBG-TA Budget Balance:** \$12,200 balance in STBG-TA funds between 2026-2045.³

Local Fiscal Constraint

As outlined in **Chapter 7**, there are several local transportation funding sources used by the City of Grand Island. The reasonably expected local transportation funding levels were evaluated against eligible project costs. Based on the project funding assumptions in **Table 9-3** and **Table 9-4**, the following summarizes local transportation funding budgets, project costs, and balances:

³ Note these are not actual remaining funds but illustrate that assumed STBG-TA funding contributions are below the anticipated regional STBG-TA funding budget.

- **Local Transportation Budget:** \$70,111,400 in year-of-expenditure local funds are projected for the GIAMPO area, after anticipated required operations and maintenance investments, for the years 2026-2045.
- **Local Transportation Project Costs:** \$60,388,500 in year-of-expenditure local transportation project costs for the 2026-2045 period. This specifically includes:
 - \$21,243,000 in short term (2026-2030) local roadway project funding and \$448,000 in STBG-TA local funds matching.
 - \$9,880,000 in mid term (2031-2037) local roadway project funding and \$742,000 in STBG-TA local funds matching.
 - \$27,540,000 in long term (2038-2045) local roadway project funding and \$527,500 in STBG-TA local funds matching.
- **Remaining Local Transportation Budget Balance:** \$9,731,500 balance in local transportation funds between 2026-2045.



CHAPTER 1



CHAPTER 2



CHAPTER 3



CHAPTER 4



CHAPTER 5



CHAPTER 6



CHAPTER 7



CHAPTER 8



CHAPTER 9



CHAPTER 10



CHAPTER 11



Table 9-3: Fiscally Constrained Roadway Projects

TIME FRAME	PROJECT ID	PROJECT DESCRIPTION	IMPROVEMENT TYPE	COST (2020 \$)	COST (YOE \$)	POTENTIAL LOCAL SHARE	POTENTIAL FUNDING SOURCES	POTENTIAL SPONSOR(S)
Short-Term (2026-2030)	4	Claude Rd, Faidley to State	New Corridor	\$5,950,000	\$8,140,000	\$8,140,000	Developer / Local	City of Grand Island
	7	Broadwell Ave at UP railroad	Grade Separation	\$25,000,000	\$34,210,000	\$3,421,000	Local / Other / SFTY	City of Grand Island
	9	Locust St/Walnut St, 1st to Fonner Park	Reconstruction and Intersection Improvement	\$6,620,000	\$9,060,000	\$9,060,000	City	City of Grand Island
	10	State St west of US 281	Access Management	\$750,000	\$1,030,000	\$206,000	HSIP / City	City of Grand Island
	11	13th St west of US 281	Access Management	\$760,000	\$1,040,000	\$208,000	HSIP / City	City of Grand Island
	12	Faidley Ave west of US 281	Access Management	\$760,000	\$1,040,000	\$208,000	HSIP / City	City of Grand Island
Mid-Term (2031-2037)	16a	Capital Ave, Broadwell to St Paul	Widen	\$5,150,000	\$8,920,000	\$8,920,000	City	City of Grand Island
	22	State St, Lafayette to Broadwell	Widen	\$1,400,000	\$1,920,000	\$960,000	HSIP / City	City of Grand Island
Long-Term (2038-2045)	2	13th St, North Ave to Independence Ave	Widen	\$3,850,000	\$8,950,000	\$8,950,000	City	City of Grand Island
	25	Old Potash, Engelman to North	Widen	\$5,000,000	\$11,620,000	\$11,620,000	City	City of Grand Island
	27	Stolley Park Road widening to 3 lanes between Kingswood Dr and Stuhr Rd	Widen	\$3,000,000	\$6,970,000	\$6,970,000	City	City of Grand Island



CHAPTER 1



CHAPTER 2



CHAPTER 3



CHAPTER 4



CHAPTER 5



CHAPTER 6



CHAPTER 7



CHAPTER 8



CHAPTER 9



CHAPTER 10



CHAPTER 11

GIAMPO RESOLUTION NO. 2022-7

Grand Island Area Metropolitan Planning Organization

A Resolution Amending the 2045 Long Range Transportation Plan

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 planning area; and

WHEREAS, the GIAMPO 2045 LRTP was approved by the Policy Board of the MPO on February 23, 2021. 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, GIAMPO has prepared an amendment to the GIAMPO 2045 LRTP that makes a change to a fiscally constrained roadway project as identified in Exhibit A; 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 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 2045 Long Range Transportation Plan.

Certification:

The foregoing resolution was approved by the Grand Island Area Metropolitan Planning Organization Policy Board at its regularly scheduled meeting on November 22, 2022 and is effective immediately upon adoption.

By:

Attest:

Roger G. Steele, Mayor / Chairperson

Keith Kurz, Interim Public Works Director

Exhibit A, page 1 of 7

2045 Long Range Transportation Plan – Amendment No. 4

The amendment modifies the potential funding sources for one (1) fiscally constrained project and adjusts the fiscally constrained plan to include additional anticipated federal revenue. The details of the proposed amendment appear below.

Fiscally Constrained Roadway Project

- **Project ID:** 7
- **Project Description:** Broadwell Ave at UP railroad
- **Improvement Type:** Grade Separation
- **Actions:**
 1. Modify the potential funding sources from “Local / State” to “Local / Other / Federal” in Table 9-3 (Fiscally Constrained Roadway Projects) of the LRTP. SFTY represents a federal funding source, and OTHER represents funding from the railroad.

The amendment requires modifications in Chapter 7 – Future Transportation Revenues and Chapter 9 – Fiscally Constrained Plan of the 2045 Long Range Transportation Plan. The following pages are from these chapters with the applicable changes shown in red.



Table 7-10. Projected CRANE O&M and Capital Budget

YEAR	FUNDING SOURCE	OPERATING	OTHER CAPITAL ITEMS	BUS SUPPORT EQUIPMENT / FACILITIES	TOTAL BUDGET
2021	FTA 5307	\$304,000	\$157,000	\$36,000	\$497,000
	Grand Island	\$304,000	\$61,000	\$9,000	\$374,000
2022	FTA 5307	\$313,000	\$249,000	\$37,000	\$599,000
	Grand Island	\$313,000	\$62,000	\$9,000	\$385,000
2023	FTA 5307	\$323,000	\$177,000	\$38,000	\$538,000
	Grand Island	\$323,000	\$44,000	\$10,000	\$376,000
2024	FTA 5307	\$348,000	\$167,000	\$39,000	\$554,000
	Grand Island	\$336,000	\$42,000	\$10,000	\$388,000

Source: Grand Island Area MPO, Transportation Improvement Program

Future Transportation Funding Levels

Future anticipated funding levels were developed for the LRTP, based on the financial analysis completed in this chapter, and budget assumptions provided by Nebraska DOT program management staff. The key assumption was a 3% annual budget growth, and 4% annual cost growth (discussed in more detail in **Chapter 9**).

Future Federal Program Funding Levels

Future funding levels for Federal programs are shown in **Table 7-11**.



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Table 7-11: Projected Federal Program Revenues for GIAMPO, Year of Expenditure

TIME BAND	YEARS	STBG-TA	HSIP	FTA 5307	FTA 5311
Annual Level	2020	\$151,000	\$340,000	\$497,000	\$20,000
Short-Term	2026-2030	\$957,700	\$29,522,900 ⁸	\$3,312,000	\$131,000
Mid-Term	2031-2037	\$1,603,000	\$3,605,000	\$5,865,000	\$233,000
Long-Term	2038-2045	\$2,289,000	\$5,146,200	\$8,996,000	\$358,000
2026-2045 Total		\$4,849,700	\$38,274,100	\$18,173,000	\$722,000

There are potential NHPP and Congestion Mitigation and Air Quality (CMAQ) funding that might become available for future use within the GIAMPO area, but the use of these funds are state-directed and no revenue estimates were developed for these programs could reasonably be developed for the LRTP.

Additional Transit Fund

CRANE received an award of \$2.2 million in additional funds through the Coronavirus Aid, Relief, and Economic Security (CARES) Act in March 2020. CRANE is planning to use the money for service expansion and to address facility needs.

Future Local Program Funding Levels

Future funding levels for locally directed programs are shown in **Table 7-12**. Note that this analysis focuses on funding for Grand Island, as all of the city is within the GIAMPO area, and the majority of the other two large jurisdictions (Hall County and Merrick County) lie outside of the GIAMPO study area. The table also shows anticipated outlays for operations and maintenance budgets for each time band.

⁸ The short-term time band for HSIP includes \$27,368,000 in SFTY funds for the Broadwell Avenue Viaduct. This project is identified in Amendment No. 1 to the GIAMPO FY 2023-2027 TIP, and it is Project ID 7 in the LRTP. SFTY funds is known as Highway Safety Improvement Program (includes Rail Safety) in the NDOT STIP.





Table 7-12: Projected Grand Island Transportation Revenues, Year of Expenditure

TIME BAND	YEARS	GRAND ISLAND FFPP FUNDS	GRAND ISLAND LOCAL FUNDING	GRAND ISLAND MUNICIPAL HIGHWAY FUNDS	TOTAL CITY FUNDS FOR TRANSPORTATION	O&M BUDGET	REMAINING LOCAL FUNDS FOR PROJECTS
Annual Level	2020	\$999,125	\$2,500,000	\$5,124,050	\$8,623,175		
Short-Term	2026-2030	\$6,333,841	\$15,848,465	\$32,483,330	\$54,665,636	\$40,810,000	\$13,855,636
Mid-Term	2031-2037	\$10,597,363	\$26,516,599	\$54,348,952	\$91,462,914	\$68,290,000	\$23,172,914
Long-Term	2038-2045	\$15,125,367	\$37,846,517	\$77,570,979	\$130,542,862	\$97,460,000	\$33,082,862
2026-2045 Total		\$32,056,571	\$80,211,581	\$164,403,260	\$276,671,413	\$206,560,000	\$70,111,413

Figure 7-1 illustrates the funding projections by source that are anticipated in this plan. As shown, the majority of funding for the transportation system in the GIAMPO region is locally-sourced.⁹

⁹ The short-term time band for HSIP includes \$27,368,000 in SFTY funds for the Broadwell Avenue Viaduct. This project is identified in Amendment No. 1 to the GIAMPO FY 2023-2027 TIP, and it is Project ID 7 in the LRTP. SFTY funds is known as Highway Safety Improvement Program (includes Rail Safety) in the NDOT STIP. Even though it is not shown in the funding projections, the UPRR is anticipated to provide a portion of funding (OTHER) to the local match of the Broadwell Avenue Viaduct.

Figure 7-1. Funding Projections by Funding Source and Time Band

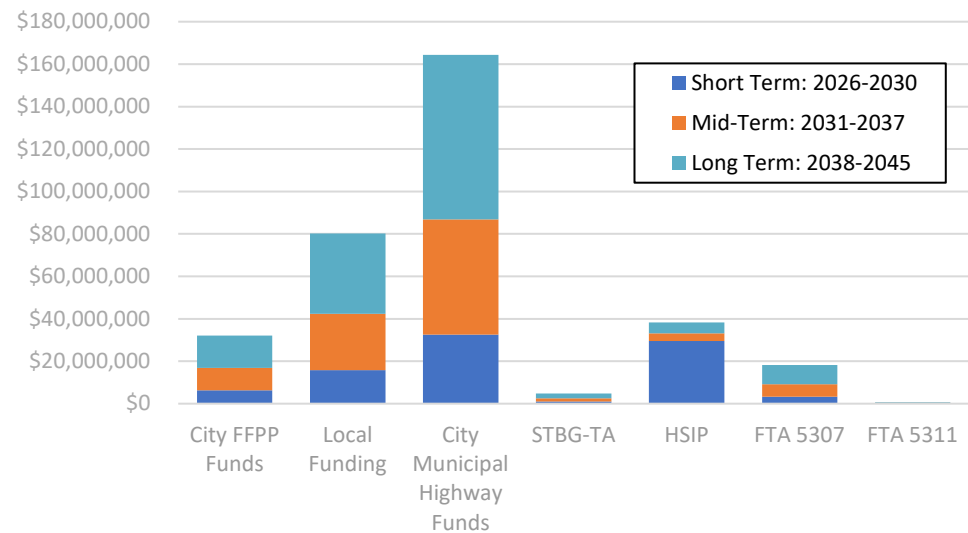




Table 9-2: Committed Transit Projects

PROJECT DESCRIPTION	COST (YOE \$)
Urban Transit Operations	\$3,711,000
Rural Transit Operations	\$164,000
Transit Planning	\$100,000
Transit Capital Acquisition	\$5,534,000
Transit Development Plan	\$150,000

Source: GIAMPO Transportation Improvement Program, 2023-2027

Fiscally Constrained Projects

The fiscally constrained roadway projects for 2026 through 2045 are presented in **Table 9-3**. The location and implementation time band for each fiscally constrained roadway project is shown in **Figure 9-1**. High Priority Vision roadway projects are included in this figure while **Table 9-5** summarizes them.

The fiscally constrained bicycle and pedestrian projects are presented in **Table 9-4**. The location and implementation time band for each fiscally constrained bicycle and pedestrian project is shown in **Figure 9-2**. High Priority Vision bicycle and pedestrian projects are included in this figure while **Table 9-5** summarizes them.

The next three sub-sections address the LRTP's fiscal constraint by describing the anticipated budget, projects costs, and budget balance by major funding category: HSIP, STBG-TA, and local funding.

High Priority Vision projects are transportation investments that do not fit within the current fiscally constrained budget but would be the first projects that GIAMPO and member jurisdictions would promote into the Transportation Improvement Program should additional future funding become available.

HSIP Fiscal Constraint

As outlined in **Chapter 7**, HSIP funds are not directly allocated to GIAMPO on an annual basis but are reasonably expected to be awarded in proportion to regional needs for eligible projects. Based on the project funding assumptions in **Table 9-3**, the following summarizes HSIP budgets, project costs, and balances:

- **HSIP Budget: \$37,941,000** in year-of-expenditure HSIP funds are projected for the GIAMPO area for the years 2026-2045.¹
- **HSIP Project Costs: \$30,816,000** in year-of-expenditure HSIP project costs for the 2026-2045 period.¹ This specifically includes:
 - \$29,856,000 in Short-term (2026-2030) HSIP project funding
 - \$960,000 in Mid-term (2031-2037) HSIP project funding
- **Remaining HSIP Budget Balance:** \$7,125,000 balance in HSIP funds between 2026-2045.²

STBG-TA Fiscal Constraint

As with HSIP funds, STBG-TA funds are not directly allocated to GIAMPO annually. The reasonably-expected funding levels were evaluated against eligible project costs. Based on the project funding assumptions in **Table 9-4**, the following summarizes STBG-TA budgets, project costs, and balances:

¹ The HSIP budget and project costs includes \$27,368,000 in SFTY funds for the Broadwell Avenue Viaduct. This project is identified in Amendment No. 1 to the GIAMPO FY 2023-2027 TIP, and it is Project ID 7 in the LRTP. SFTY funds is known as Highway Safety Improvement Program (includes Rail Safety) in the NDOT STIP.

² Note these are not actual remaining funds but illustrate that assumed HSIP funding contributions are below the anticipated regional HSIP funding budget.



- **STBG-TA Budget:** \$4,849,700 in year-of-expenditure STBG-TA funds are projected for the GIAMPO area for the years 2026-2045.
- **STBG-TA Project Costs:** \$4,837,500 in year-of-expenditure STBG-TA project funding for the 2026-2045 period. This specifically includes:
 - \$952,000 in Short-term (2026-2030) STBG-TA project funding
 - \$1,605,500 in Mid-term (2031-2037) STBG-TA project funding
 - \$2,280,000 in Long-term (2038-2045) STBG-TA project funding
- **Remaining STBG-TA Budget Balance:** \$12,200 balance in STBG-TA funds between 2026-2045.³

Local Fiscal Constraint

As outlined in **Chapter 7**, there are several local transportation funding sources used by the City of Grand Island. The reasonably expected local transportation funding levels were evaluated against eligible project costs. Based on the project funding assumptions in **Table 9-3** and **Table 9-4**, the following summarizes local transportation funding budgets, project costs, and balances:

³ Note these are not actual remaining funds but illustrate that assumed STBG-TA funding contributions are below the anticipated regional STBG-TA funding budget.

- **Local Transportation Budget:** \$70,111,400 in year-of-expenditure local funds are projected for the GIAMPO area, after anticipated required operations and maintenance investments, for the years 2026-2045.
- **Local Transportation Project Costs:** \$60,388,500 in year-of-expenditure local transportation project costs for the 2026-2045 period. This specifically includes:
 - \$21,243,000 in short term (2026-2030) local roadway project funding and \$448,000 in STBG-TA local funds matching.
 - \$9,880,000 in mid term (2031-2037) local roadway project funding and \$742,000 in STBG-TA local funds matching.
 - \$27,540,000 in long term (2038-2045) local roadway project funding and \$527,500 in STBG-TA local funds matching.
- **Remaining Local Transportation Budget Balance:** \$9,731,500 balance in local transportation funds between 2026-2045.



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Table 9-3: Fiscally Constrained Roadway Projects

TIME FRAME	PROJECT ID	PROJECT DESCRIPTION	IMPROVEMENT TYPE	COST (2020 \$)	COST (YOE \$)	POTENTIAL LOCAL SHARE	POTENTIAL FUNDING SOURCES	POTENTIAL SPONSOR(S)
Short-Term (2026-2030)	4	Claude Rd, Faidley to State	New Corridor	\$5,950,000	\$8,140,000	\$8,140,000	Developer / Local	City of Grand Island
	7	Broadwell Ave at UP railroad	Grade Separation	\$25,000,000	\$34,210,000	\$3,421,000	Local / Other / SFTY	City of Grand Island
	9	Locust St/Walnut St, 1st to Fonner Park	Reconstruction and Intersection Improvement	\$6,620,000	\$9,060,000	\$9,060,000	City	City of Grand Island
	10	State St west of US 281	Access Management	\$750,000	\$1,030,000	\$206,000	HSIP / City	City of Grand Island
	11	13th St west of US 281	Access Management	\$760,000	\$1,040,000	\$208,000	HSIP / City	City of Grand Island
	12	Faidley Ave west of US 281	Access Management	\$760,000	\$1,040,000	\$208,000	HSIP / City	City of Grand Island
Mid-Term (2031-2037)	16a	Capital Ave, Broadwell to St Paul	Widen	\$5,150,000	\$8,920,000	\$8,920,000	City	City of Grand Island
	22	State St, Lafayette to Broadwell	Widen	\$1,400,000	\$1,920,000	\$960,000	HSIP / City	City of Grand Island
Long-Term (2038-2045)	2	13th St, North Ave to Independence Ave	Widen	\$3,850,000	\$8,950,000	\$8,950,000	City	City of Grand Island
	25	Old Potash, Engelman to North	Widen	\$5,000,000	\$11,620,000	\$11,620,000	City	City of Grand Island
	27	Stolley Park Road widening to 3 lanes between Kingswood Dr and Stuhr Rd	Widen	\$3,000,000	\$6,970,000	\$6,970,000	City	City of Grand Island



GIAMPO – Policy Board

Tuesday, November 22, 2022

Regular Session

Item J1

MPO Financial Update

Staff Contact: Allan Zafft, MPO Program Manager

Financial Update Unified Planning Work Program

State Fiscal Year 2023 – First Quarter (July 1, 2022 to September 30, 2022)

Category	Total Budget	1st Quarter Expenditure	Total Expenditure	Total Percent Expenditure
Unified Planning Work Program	\$ 17,020	\$ 3,258	\$ 3,258	19%
Transportation Improvement Program	\$ 15,052	\$ 1,317	\$ 1,317	9%
Public Participation Plan	\$ 17,520	\$ 1,373	\$ 1,373	8%
Short Range Studies	\$ 17,458	\$ 5,060	\$ 5,060	29%
Long Range Transportation Plan	\$ 42,288	\$ 8,126	\$ 8,126	19%
Transit Development Plan (Outside Services)	\$ 70,000	\$ 29,164	\$ 29,164	42%
Transit Planning	\$ 20,365	\$ 7,418	\$ 7,418	36%
Administration	\$ 50,374	\$ 9,790	\$ 9,790	19%
Total	\$ 250,077	\$ 65,507	\$ 65,507	26%

Work Completed for the First Quarter

- Prepared Amendment No. 1 to the FY 2023 Unified Planning Work Program
- Began preparing Amendment No. 1 to the FY 2023-2027 Transportation Improvement Program and Amendment No. 4 to the 2045 Long Range Transportation Plan
- Made Draft Amendment No. 1 to the FY 2023 Unified Planning Work Program available for the public comment period and finalize this document for submittal to NDOT
- Continued work on the Transit Development Plan (also known as GO GI Transit Plan). This work includes preparing for and attending the project team bi-weekly meetings, preparing the survey no. 2 results summary memo, completing scenario work to support the financial plan, beginning to plan for the next round of focus groups and outreach at Project Connect, developing the financial plan for the baseline and expanded service scenarios, and beginning to develop the draft TDP document.
- Reviewed the Title VI Plan, Baseline Performance Targets for Year 1, and Public Transportation Agency Safety Plan of the City of Grand Island Transit Division
- Began reviewing the performance based data which includes crash/safety, NHS pavement and bridge condition, and NHS travel time reliability and freight reliability
- Collected bicycle and pedestrian counts at various trail locations between July and September
- Prepared materials for and/or held Transportation Advisory Committee meeting in August and Policy Board meeting in August
- Participated and attended transportation planning related meetings

GIAMPO – Policy Board

Tuesday, November 22, 2022

Regular Session

Item J2

Report on the Transit Development Plan

Staff Contact: Allan Zafft, MPO Program Manager

Policy Board Agenda Report
November 22, 2022

Agenda Item No. J2

ISSUE

REPORT: Transit Development Plan

BACKGROUND

The City of Grand Island is leading the Grand Island Transit Development Plan, also known as GO GI Transit, in coordination with GIAMPO. The study will help the City of Grand Island plan for the future of public transit in the Grand Island/Hall County area.

The GO GI Transit plan is analyzing the current CRANE Public Transit system and developing potential future service options based on current and anticipated future needs. Ultimately, GO GI will result in an implementable and fundable plan for the next 10, and even 20, years to meet the short- and long-term needs of transit service in the Grand Island community.

The GO GI Transit study process began in October 2021 and is estimated to be completed in February 2023. The project website is located at www.crane-transit.com/i-want-to/gogi.

City staff will provide an update on the Transit Development Plan (GO GI Transit) at the November 22 meeting. This update will include the draft recommendations of the study.

POLICY CONSIDERATIONS/DISCUSSION

After the completion of the Transit Development Plan (GO GI Transit), GIAMPO may need to amend the 2045 Long Range Transportation Plan to reflect the plan recommendations.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None. The Technical Advisory Committee is scheduled to make a recommendation to approve the Draft Transit Development Plan document and to release it for public review and comment at the December 12, 2022 TAC meeting.

RECOMMENDATION

None. Information only.

STAFF CONTACT

Allan Zafft