
City of Grand Island



Tuesday, January 29, 2013 Study Session Packet

City Council:

Linna Dee Donaldson
Scott Dugan
John Gericke
Peg Gilbert
Chuck Haase
Julie Hehnke
Vaughn Minton
Mitchell Nickerson
Bob Niemann
Mike Paulick

Mayor:

Jay Vavricek

City Administrator:

Mary Lou Brown

City Clerk:

RaNae Edwards

7:00 PM
Council Chambers - City Hall
100 East 1st Street

Call to Order

This is an open meeting of the Grand Island City Council. The City of Grand Island abides by the Open Meetings Act in conducting business. A copy of the Open Meetings Act is displayed in the back of this room as required by state law.

The City Council may vote to go into Closed Session on any agenda item as allowed by state law.

Invocation

Pledge of Allegiance

Roll Call

A - SUBMITTAL OF REQUESTS FOR FUTURE ITEMS

Individuals who have appropriate items for City Council consideration should complete the Request for Future Agenda Items form located at the Information Booth. If the issue can be handled administratively without Council action, notification will be provided. If the item is scheduled for a meeting or study session, notification of the date will be given.

B - RESERVE TIME TO SPEAK ON AGENDA ITEMS

This is an opportunity for individuals wishing to provide input on any of tonight's agenda items to reserve time to speak. Please come forward, state your name and address, and the Agenda topic on which you will be speaking.



City of Grand Island

Tuesday, January 29, 2013

Study Session

Item -1

Strategic Policing Progress Report Review

Staff Contact: Steven Lamken

Council Agenda Memo

From: Steven Lamken, Police Chief

Meeting: January 29, 2013

Subject: Strategic Policing Progress Report

Item #'s: 1

Presenter(s): Steven Lamken, Police Chief

Background

The City conducted a comprehensive public safety study that was presented in 2012. The study recommended that the Police Department implement a strategic policing model and also adopt performance standards to determine if the Department's efforts were effective. The Department developed a four year implementation plan which was presented to the Council.

The Community and City Council has entrusted the Police Department with a large infusion of new resources to implement strategic policing based upon the implementation plan. The Police Department has developed a reporting format for keeping the Council, the citizens and the media informed of the progress we have made towards implementation and the use of resources.

Discussion

The goal of tonight's study session presentation is to provide a review of the strategic policing progress report developed by the Police Department. The presentation will identify achievements, obstacles, and recommended changes. Performance objectives are identified with a 1 and Recommendations are identified with a 2. Each slide will cover either a performance objective or a recommendation and a brief explanation will be given to each slide. The slides will follow the order of the strategic policing progress report. The Department will be providing updated progress reports each month and an annual summary of the performance objective measurements. Questions are welcome.

I would like to note a significant change in Recommendation 2. B., the creation of a team of Special Operations Sergeants. The consultants plan calls for the Patrol Division to have ten Sergeants to implement this recommendation. The Department leadership in preparing our implementation plan believed that we could move the Administrative

Sergeant from his current duties into Patrol and hire a full time Community Service Officer to replace the Administration Sergeant. The ICMA consultants reviewed the Administration Sergeant position and did not recommend elimination or reassignment of the position. I now recognize the wisdom and expertise of the consultants in maintaining this position. The responsibilities, decision making, and budget management of the Administrative Sergeant position needs to be left with a Sergeant.

We will be bringing forward a recommendation to the Council to increase the number of Sergeants in the Department to 14 to allow us to assign a tenth Sergeant to Patrol and maintain the Administration Sergeant's position. In turn we will recommend the Council reduce the number of full time Community Service Officers in this year's budget to two instead of three.

This recommendation will not increase the Department's sworn strength. Further it will reduce the personnel costs of the Department.

Conclusion

This item is presented to the City Council in a Study Session to allow for any questions to be answered and to create a greater understanding of the issue at hand.

It is the intent of City Administration to bring this issue to a future council meeting.

**Grand Island Police Department
Strategic Policing Project Progress Report**

Goal

**Month/Year Progress Update
through December 2012**

1. Track Performance Measures as Indicators of Department Progress

1. A. Performance Measure - Reduce Uniform Crime Report Violent Crimes and Property Crimes per 1000 Population

Report UCR Crime data monthly and annually in the City Administrators Monthly Report and on the Police Department web site.

UCR data is available monthly. We will begin reporting January 2013 data in the City Admin. February 2013 report. Working on web site.

1. B Performance Measure - Hold Criminal Offenders Accountable

Report UCR Clearance rate data monthly and annually in the City Administrators Monthly Report and on the Police Department web site.

UCR data is available monthly. We will begin reporting January 2013 data in the City Admin. February 2013 report. Working on web site.

1. C. Performance Measure - Reduce the Fear of Crime in the City

Survey the community in 2015 or 2016 after the Department has had strategic policing fully implemented for at least one year.

Action scheduled for 2015 or 2016

1. D. Performance Measure - Develop a Public Centered Crime Defense Program

Establish a Crime Prevention Unit and report the number of community crime prevention programs monthly and annually in the City Administrator's Report and on the Police Department web site.

Action scheduled for spring of 2013

1. E. Performance Measure - Maintain Injury Accident Rate at to be Determined Level in the City

Establish an injury accident rate and then report the number of injury accidents in the City monthly and annually in the City Administrator's Report and on the Police Department web site.

We are working on establishing a rate of injury accidents. We plan to start reporting data in the City Admin February 2013 report. We are working on the web site report.

1. F. 1. Performance Measure - Maintain an Average Response Time of Less Than 5 Minutes for Priority 1 Calls for Service

Report Average Priority 1 response time data monthly and annually in the City Administrators Monthly Report and on the Police Department web site

There are issues between ICMA's definition of priority one and what has been designated priority one in our CAD software. We hope to have reporting data for January in the February 2013 report.

1. F. 2. Performance Measure - Maintain a Saturation Index as Shown By Data of Under 60% for Patrol Resources

Conduct a data analysis of Patrol responsive workload to determine the saturation index.

Action scheduled for 2016

1. G. Performance Measure - Track Clearance Rates for Criminal Investigations Investigators

Develop three levels of solvability for cases. Track group and individual investigator clearances monthly and annually and report them in the City Administrators Report and on the Department web site.

Three categories of solvability have been developed. A tracking method has been developed to track clearances. We plan to start reporting data in the City Admin February 2013 report of group clearances and monthly to the department leadership on individual investigator clearances. We are still working on the web site report.

2. Implement Strategic Policing in the Police Department

2. A. Create a third shift of officers and staff with adequate resources	Hire 5 new Police Officers. Realign Patrol shifts and create two overlap teams. Staff day shifts and overlap shifts with additional officers	Three officers hired and started employment December 10th. Civil Service selection process is in progress with the goal of hiring four additional officer in the spring to increase Department strength to 82 sworn officers.
2. B. Create a team of Special Operations Sergeants to lead strategic policing Initiatives	Appoint and train four Sergeants, two day shift and two night shift to plan and lead strategic policing programs	Action scheduled for early 2013.
2. C. Create a robust crime prevention program and staff a sworn position as crime prevention officer	Appoint and train a Police Officer as the Crime Prevention Officer for the Department	Action scheduled for April of 2013
2. D. Civilianize the service desk officer position and reassign the officer to Patrol	Hire and train one Police Records Clerk in February to replace the sworn service desk officer. Reassign the officer to Patrol	Police Records Clerk hiring scheduled fto start January of 2013 Reassignment of Svs. Desk Officer scheduled for April of 2013
2. E. Grand Island and the Police Department enact and execute civil nuisance laws to be used in strategic policing	Draft and legislate changes to City Code that will enhance the Police Department's ability to improve the quality of life in the City.	Initial research on nuisance laws is being conducted by the Police Department. Joint effort with other City departments to enact laws addressing parking in the right of way and in front yards.
2. F. Increase the number of Community Service Officers to six full time equivalent positions and assign them to Patrol, two to each tour of duty to assist in implementing strategic policing	Hire 2 FTE Community Service Officers in 2013 and assign them and four PTE Community Service Officers to Patrol under the supervision of the Special Operations Sergeants	Hiring two FTE CSOs scheduled for May of 2013 Reassignment of CSOs scheduled for July of 2013
2. G. Empanel a call for service committee with stakeholders to identify calls for service that can be eliminated and or reduced Police response. Property damage accidents and alarms were specifically recommended	Develop and recommend differentiated police response alternatives to stakeholders to save personnel time for strategic policing initiatives.	Department has been working with Emergency Communications on an alternate response to residential alarms. Department has developed a proposed alternate response to property damage accidents that is being presented to stakeholders at this time.
2. H. Staff the Investigations Division with one full time Police Records Clerk	Assess the need for the support position after other personnel changes have been implemented.	Action scheduled for review July of 2014
2. I. Staff the Investigations Division with one full time Crime Analyst	Develop Crime Analyst job description. Hire and train a crime analyst to work in implementing strategic policing	Job description is developed and approved. Relevant training programs have been identified. Advertizing for the position began January 4, 2013.
2. J. Assign a civilian to the Evidence/Crime Scene Unit and reassign the Police Officer position to Patrol	Civilianize the Evidence Unit and increase the Patrol Division's strategic policing capability	Action scheduled for January of 2016
2. K. Review protocols for crime scene investigations	Review and implement improvements to the department's crime scene protocols.	Action scheduled for January of 2013

2. L. Merge Administration and Criminal Investigations Divisions into one Support Division under the command of a Captain	Consolidate Administration and Criminal Investigations divisions into a Support Division.	Action to be reviewed upon implementation of the Strategic Policing program and staff turnover. Scheduled for review in 2016
2. M. Transfer the School Resource Officer Program to Patrol under the supervision of the Special Operations Sergeants	Transfer the SRO program to Patrol to ensure better coordination with strategic policing initiatives	Action scheduled for August of 2014
2. N. Empanel a joint committee of representatives from all agencies to discuss staffing, call taking, response, and emergency management issues	Review Emergency Communications and Emergency Management operations to ensure efficiency and effectiveness	Action to be considered by the Emergency Management/Communications Director
2. O. Review and implement an incident field reporting software system	Improve Patrol Officer efficiency by implementing software that allows officers to complete and submit incident reports from the field	Purchase of Spillman Mobile Incident Forms and Field Interviews software in December 2012. Purchase of new patrol computer hardware started in October 2012. Retrofitting Patrol fleet started December 2012. Software implementation scheduled for Oct. 2013.
2. P. Institute a formal leadership development program for midlevel supervisors	Prepare succession planning and provide current employees training and education to become leaders	Action scheduled to start in April of 2013
2. Q. Designate investigator positions to conduct internal investigations	Ensure consistency of internal investigations	Reviewed by Department and City teams. Suggestion rejected due to investigators also being Police Officers and not a separate rank
2. R. Add sworn personnel to positions responsible for training, crime prevention and community policing	Increase training, crime prevention, and strategic policing capabilities in the Department	Action scheduled for April 2013

Public Safety Implementation Updates

- 🏞 Explanation of our report.
- 🏞 Provided monthly and an annual summary.
- 🏞 Not all information will be available monthly or even annually
- 🏞 Provided to the City Council, media, and public on the Police Department web site.

Performance Objective 1. A.


- Track Performance Measures as Indicators of Department Progress
- Reduce Violent Crime as Reported in the UCR – 265 violent crimes per 100,000 population.
- Reduce Property Crimes as Reported in the UCR – 3508 property crimes per 100,000 population.
- Reporting mechanisms are in place. UCR crime reporting monthly and per 100,000 population annually.

Performance Objective 1. B.

Hold Criminal Offenders Accountable


 Violent Crime Clearance Rate of 49.9%

 Property Crime Clearance Rate of 21.3%

 Reporting mechanisms are in place. UCR crime clearances will be reported monthly and annually.

Performance Objective 1. C.

Reduce Fear of Crime

-  Requires a community survey that is outside the scope of resources in the Department. Recommend that strategic policing be fully implemented and a survey be conducted after one year of full implementation. Survey recommended for 2016.

Performance Objective 1. D.

- Public Centered Crime Defense - Crime Prevention Unit and number of programs delivered.
- Crime Prevention Unit will be established in spring of 2013 when the Service Desk Officer is reassigned to Patrol.
- Reporting mechanisms are in place. Number of programs will be reported monthly and annually.

Performance Objective 1. E.

- Maintain an Injury Accident Rate to be Determined
- Accident rate of 7.5 per 1000 population established by using average of 2008, 2009 and 2010 Dept. of Highway Safety accident data.
 - Conflict with data entered into Department system and NE Department of Highway Safety data.
 - Dept. of Highway Safety data is months behind.
- Will determine if reported monthly or annually.

Performance Objective 1. F.

- Maintain Average Response Time of – 5 Minutes to Priority One Calls.
- Problem with how Priority One is categorized in Spillman.
- Considering use of three call classifications: Injury Accident, Disturbance, and Domestic Disturbance.
- Reporting mechanisms are in place. Concerns regarding validity of data. Once resolved, reporting monthly and annually.

Performance Objective 1. F.

- 🌐 Maintain a saturation index of under 60% for Patrol resources as shown by workload analysis.
- 🌐 Requires significant data analysis that may be outside the scope of the Department. Recommend that strategic policing be fully implemented and a survey be conducted after one year of full implementation. Survey recommended for 2016.

Performance Objective/Recommendation 1. G.

- Track Clearance Rates for Criminal Division Investigators.
- Three tier case clearance system developed based on solvability factors
- Reporting mechanisms are in place. Composite of clearances by the Division will be reported annually.

Recommendation 2. A.

- 🌊 Create a third shift of officers and staff with adequate resources.
- 🌊 Goal – Hire 5 new officers and realign patrol shifts.
 - 🌊 Three Officer hired in December 2012
 - 🌊 New Civil Service list approved in November 2012
 - 🌊 Processing applicants to hire four additional Officers in first half of 2013.

Recommendation 2. B

- Create a team of Special Operations Sergeants to lead the strategic policing initiatives.
- Goal – Appoint four Sergeants to Special Operations
 - Sergeant promotional process conducted December/January.
 - Four Sergeants selected to serve as Special Operations Sergeants. Enrolled in a two day training program for February.
 - Recommendation to promote an additional Sergeant to provide for the ten Sergeants recommended in Patrol.

Recommendation 2. C.

- Create a Crime Prevention Program and staff with a sworn Officer.
- Goal – Appoint and train a Police Officer as the crime prevention officer.
 - Police Officer has been selected to start the Crime Prevention Unit.
 - The Officer will be assigned to Crime Prevention in the first half of 2013 when the Service Desk Officer is reassigned to Patrol.

Recommendation 2. D.

- Civilianize the Service Desk Officer position and Reassign to Patrol.
- Goal – Replace Officer with Police Records Clerk and Train Clerks in Duties.
- Currently in Police Records Clerk application process.
- Records Clerks training to perform duties.
- Officer reassigned to Patrol (Crime Prevention) in first half of 2013.

Recommendation 2. E.

- 🌊 Enact and Execute Civil Nuisance Laws
- 🌊 Goal – Changes in City Code that will Improve Quality of Life.
- 🌊 Some preliminary research and meetings with Legal and other Departments.
- 🌊 Work to be ongoing throughout implementation.

Recommendation 2. F.

- Increase the Number of CSOs to 6 FTE to Assist in Implementing Strategic Policing.
- Goal – Hire 2 FTE CSOs and Reassign 2FTE and 4 PTE CSOs to Patrol under Special Opns. Sergeants.
- Hiring process for CSOs is scheduled for Spring of 2013.
- Transfer of CSOs to Patrol is scheduled for July of 2013.

Recommendation 2. G.

- 🚓 Empanel Call for Service Committee to Examine Response to Calls for Service.
- 🚓 Develop Recommendations for Differentiated Police Response
 - 🚓 Department committee has met and made recommendations on property damage accidents and residential alarms.
 - 🚓 Discussed with EC Director.
 - 🚓 Surveyed auto insurance providers.
 - 🚓 Community input through Mayor's group.

Recommendation 2. H.

- 🌊 Staff Criminal Investigations with one Police Records Clerk.
- 🌊 Assess Need for Position.
- 🌊 Initial assessment is that need for position should be moved out on implementation timeline until impact of all changes on clerical resources can be evaluated.

Recommendation 2. I.

- Staff Criminal Investigations with a Crime Analyst
- Goal – Develop Job Description, Hire and Train Analyst to Support Strategic Policing.
- Job description completed.
- Currently in application and hiring process. Analyst to start employment within 60 days.

Recommendation 2. J.

- Replace Evidence/Crime Scene Investigator with Civilian
- Goal – Civilianize the Evidence Position and Reassign Officer to Operations.
- Department assessed current position and skills and moved transition out on the implementation timeline.

Recommendation 2. K.

- Review Crime Scene Investigation Protocols
- Goal – Review Protocols and Implement Recommendations for Improvement.
- Criminal Investigations Division Captain is starting the review process.

Recommendation 2. L

- Merge Investigations and Administration into a Support Division under One Captain.
- Goal – Consolidate Divisions into One Division.
- Department leadership reviewed current Captain vacancy.
- Recommendation to Administration that this position is needed during the implementation of Strategic Policing.
- Recommendation will be reviewed after implementation.

Recommendation 2. M.

- Consolidate SROs into Patrol Under the Special Operations Sergeants.
- Transfer SROs to Patrol to Support Strategic Policing.
- Transfer is scheduled for August 2014.

Recommendation 2. N.

- Empanel Committee to Discuss Emergency Dispatch and Emergency Management Issues
- Goal – Review Emergency Management Operations to Ensure Efficiency and Effectiveness.
- Action to be considered by the Emergency Management Director.
- Police Department has been coordinating with Emergency Management Director in all changes.

Recommendation 2. O.

- 🚓 Implement Field Reporting Software
- 🚓 Improve Officer/CSO Efficiency with Field Reporting.
 - 🚓 Software purchased in December 2012.
 - 🚓 Tablet and related equipment selected to replace Patrol fleet hardware.
 - 🚓 Patrol fleet changeover scheduled for 1st half of 2013.
 - 🚓 Implement field reporting scheduled for October 2013.

Recommendation 2. P.

- 🌊 Institute a Formal Leadership Development Program
- 🌊 Goal – Prepare for Succession Planning and Provide Employees Development Opportunities.
- 🌊 Action scheduled for spring of 2013.

Recommendation 2. Q.

- 🌊 Designate an Investigator to Conduct Internal Investigations
- 🌊 Goal – Ensure Consistency of Internal Investigations
 - 🌊 Reviewed by Department leadership. Not recommended at this time.
 - 🌊 Reviewed by City leadership committee. Not recommended at this time.

Recommendation 2. R.

- Add Sworn Personnel to Training, Crime Prevention and Community Policing
- Goal – Increase Training, Crime Prevention, and Strategic Policing Resources
- Action scheduled for April 2013 during budget process.



City of Grand Island

Tuesday, January 29, 2013

Study Session

Item -2

Metropolitan Planning Organization Agreement

Staff Contact: Chad Nabity AICP, Regional Planning Director

Council Agenda Memo

From: Chad Nabity, AICP
Meeting: January 29, 2013
Subject: Metropolitan Planning Organization
Item #'s: 2
Presenter(s): Chad Nabity, AICP

Background

In March of 2012 the City of Grand Island and the surrounding area was identified as a census defined Urbanized Area. Census defined Urbanized Areas are required by the Federal Surface Transportation Act to form a Metropolitan Planning Organization (MPO) within one year of being declared urbanized. City of Grand Island staff, from the Planning and Public Works departments, have been working with county, state and federal officials to create the MPO. Staff has presented updates to this process to the City Council on several occasions and per the schedule presented at the last update is bringing forward a draft agreement between the City of Grand Island and the State of Nebraska for the creation of the Metropolitan Planning Organization to serve the Grand Island Area.

Discussion

Included in your packet for this meeting you will find a full copy of the agreement, a map of the suggested MPO Boundary and Articles 4 and 6 of the agreement pulled out for specific discussion. The intent of this study session is to give Council the opportunity to discuss, comment on and recommend changes to the agreement with the State of Nebraska for the formation of the MPO. There are four specific areas that staff is hoping Council will focus their discussion on:

1. The Name of the Organization Grand Island Area Metropolitan Planning Organization (GIAMPO)
2. The Boundary of the MPO Planning Area. (The blue area on the attached map)
3. The membership of the Policy Board (Article 4), and
4. The Membership of the Technical Advisory Committee (Article 6).

The agreement is modeled after the one that the City of Topeka used when they reformed their MPO in 2004. The format of the agreement is acceptable to city legal staff, the State of Nebraska and the representative from Federal Highways and Federal Transit that have been assisting us with setting up the MPO.

Name

The name of the organization may not seem like a big deal but it is easier to get it the way we want it now than change it later. Most MPO's use the name of the central city in the name of the MPO. We have bounced around a number of options and settled on Grand Island Area Metropolitan Planning Organization (GIAMPO) if you pronounce the acronym with an Italian accent and soft G it sounds rather nice. Other options could include Grand Island Metropolitan Planning Organization (GIMPO) or Metropolitan Planning Organization of Grand Island (MPOGI).

Map

The attached map has a proposed boundary for the MPO. This has to include the census defined Urbanized Area (the green part that stretches from Merrick County to Alda), the 20 year growth boundary for the MPO and any areas near the city that are likely to include transportation projects of regional significance. The proposed area does include the Cornhusker Army Ammunition Plant (CAAP) and the section of Nebraska Highway 2 immediately north of CAAP. The area does not include all of the Grand Island zoning jurisdiction and is not required to include the entire zoning jurisdiction. The map can be changed by the policy board with the agreement of the Governor at any time in the future and will be reviewed at a minimum every 5 years when the MPO updates the Long Range Transportation Plan.

MPO Policy Board

The Policy Board is the decision making authority for the MPO. They will approve the planning studies, the work program, the transportation plan and the projects that are submitted to the State of Nebraska for funding with federal highway dollars. Following the model set by other communities in and around Nebraska, staff and the committee that been working on the Grand Island MPO is recommending the following membership on the MPO Policy Board:

- The Mayor of Grand Island. **(voting)**
- Four members of the Grand Island City Council recommended by the Mayor and approved by the City Council with other annual boards and commissions appointments. **(voting)**
- Two members of the Hall County Board of Supervisors who reside within the metropolitan transportation planning area, selected by the County Board of Supervisors. **(voting)**
- 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. **(voting)**

- The NDOR Director-State Engineer, or designee. **(voting)**
- The FHWA Nebraska Division Administrator or designee. **(non-voting)**
- The FTA Region VII Administrator or designee. **(non-voting)**

The Policy Board would be a nine member voting body with an additional two non-voting members. Seven of the nine members are elected officials. Five of the nine members are elected officials representing the City of Grand Island and its citizens.

Technical Advisory Committee (TAC)

The TAC is the work horse of the MPO. They do not have final decision authority but they will be making recommendations to the Policy Board. This committee is specifically designed to be inclusive of the diverse political boundaries and the transportation and economic development needs of the area. This is the initial TAC and can be modified by a vote of the Policy Board.

- Grand Island Public Works Director. **(voting)**
- Grand Island Finance Director. **(voting)**
- Grand Island Manager of Engineering Services. **(voting)**
- Hall County Regional Planning Director. **(voting)**
- Hall County Public Works Director. **(voting)**
- Two representatives from NDOR; **(voting)**
 - a. one designated by the Planning and Development Engineer and
 - b. the District Four Engineer
- Merrick County Public Works Director or Highway Superintendent **(voting)**
- One representative from the Village of Alda. **(voting)**
- One representative from the FHWA as designated by the Nebraska Division Transportation Planner. **(non-voting)**
- One representative from the FTA as designated by the Region VII Transportation Planner. **(non-voting)**
- NDOR Local Projects Division Urban Engineer. **(non-voting)**
- One representative from the Union Pacific Railroad and one representative from the Burlington Northern Santa Fe Railroad may be appointed to the committee by their respective companies, other rail system operators may be added by the policy board as needed **(non-voting)**
- One representative from the Grand Island Area Chamber of Commerce **(non-voting)**
- One representative from the Grand Island Area Economic Development Corporation **(non-voting)**
- The Board of the Central Nebraska Regional Airport may appoint one representative **(non-voting)**

The TAC as shown is a 10 member voting board with eight non-voting members.

Conclusion

The agreement and map are presented to the City Council in a Study Session to allow for any questions to be answered, discussion regarding the boundaries on the map and the membership on the Policy Board and Technical Advisory Committee.

It is the intent of City Administration to bring this agreement to either the February 12 or February 26 council meeting for approval. Ideally we would like to get the agreement approved at the meeting on February 12. A decision must be made by February 26th so that the agreement can be submitted to the Governor for his signature prior to the beginning of March. The agreement has to be signed and the MPO created by March 27, 2013.

Policy Board

ARTICLE 4: Policy Board for the GIAMPO

Section A: A Policy Board for the GIAMPO is hereby created and established.

Sub-Section 1: The voting membership of the Policy Board shall be as follows:

- (a) The Mayor of Grand Island.
- (b) Four members of the Grand Island City Council recommended by the Mayor and approved by the City Council with other annual boards and commissions appointments.
- (c) Two members of the Hall County Board of Supervisors who reside within the metropolitan transportation planning area, selected by the County Board of Supervisors.
- (d) 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.
- (e) The NDOR Director-State Engineer, or designee.

Sub-Section 2: The Ex-Officio (non-voting) membership on the Policy Board shall be as follows:

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

Ex-Officio members for the Policy Board shall have the right to fully participate in the meetings of the Policy Board, except that they shall not be entitled to vote on matters before the Policy Board.

Technical Advisory Committee

Section A: A Technical Advisory Committee, hereinafter referred to as “TAC,” is hereby created.

Sub-section 1: The voting membership of the TAC shall be as follows:

- (a) Grand Island Public Works Director.
- (b) Grand Island Finance Director.
- (c) Grand Island Manager of Engineering Services.
- (d) Hall County Regional Planning Director.
- (e) Hall County Public Works Director.
- (f) Two representatives from NDOR; one designated by the Planning and Development Engineer and the District Four Engineer
- (g) Merrick County Public Works Director or Highway Superintendent
- (h) One representative from the Village of Alda.
- (i) Other individuals designated by the Policy Board.

Sub-section 2: The Ex-Officio (non-voting) membership of the TAC shall be as follows:

- (a) One representative from the FHWA as designated by the Nebraska Division Transportation Planner.
- (b) One representative from the FTA as designated by the Region VII Transportation Planner.
- (c) NDOR Local Projects Division Urban Engineer.
- (d) One representative from the Union Pacific Railroad and one representative from the Burlington Northern Santa Fe Railroad may be appointed to the committee by their respective companies, other rail system operators may be added by the policy board as needed
- (e) One representative from the Grand Island Area Chamber of Commerce
- (f) One representative from the Grand Island Area Economic Development Corporation
- (g) The Board of the Central Nebraska Regional Airport may appoint one representative
- (h) Other individuals selected by the voting membership of the TAC and approved by the Policy Board.

Ex Officio members of the TAC shall have the right to fully participate in the meetings of the TAC, except that they shall not be entitled to vote on matters before the TAC.

Grand Island Area Metropolitan Planning Organization Designation Agreement

This Grand Island Area Metropolitan Planning Organization (GIAMPO) Designation Agreement is entered into and becomes effective on this _____ day of _____, 2013.

WHEREAS, the parties to this GIAMPO Designation Agreement are committed to establishing and maintaining an effective partnership to undertake a continuing, cooperative, and comprehensive transportation planning process within the metropolitan Grand Island planning area that results in plans and programs that consider all surface transportation modes and supports metropolitan community development and social goals that lead to the development and operation of an integrated, multimodal transportation system that facilitates the efficient and economic movement of people and goods; and

WHEREAS, the City of Grand Island was declared an urbanized area on March 27, 2012; and

WHEREAS, this GIAMPO Designation Agreement serves to designate the Grand Island Area Metropolitan Planning Organization as the MPO for the Grand Island metropolitan planning area to carry out the required continuing, cooperative, and comprehensive transportation planning process; and

WHEREAS, 23 USC § 134(b) and 49 USC § 5303 (c) require the Governor of the State of Nebraska, and unit(s) of general purpose local government representing at least seventy-five percent (75%) of a metropolitan area's population to designate or redesignate a metropolitan planning organization for each urbanized area with a population exceeding 50,000 and the Grand Island urbanized area does exceed the population threshold; and

WHEREAS, the Governor of the State of Nebraska, and unit(s) of general purpose local government representing at least seventy-five percent (75%) of the affected metropolitan population have agreed to the initial metropolitan planning area boundary that will be utilized under this GIAMPO Designation Agreement and that this boundary includes the entire urbanized area as designated by the U.S. Census Bureau following the most recent decennial census plus that area likely to become urbanized and to be included in the initial Long Range Transportation Plan for GIAMPO to be completed by March 27, 2016; and

WHEREAS, federal regulations pursuant to 23 CFR § 450.308 and 23 CFR 450.310 require specific agreements to be executed by Governor, the metropolitan planning organization and public transit providers, and this GIAMPO Designation Agreement as supplemented with annual Unified Planning Work Programs (UPWP) satisfies those requirements; and

WHEREAS, the Governor, and unit(s) of general purpose local government representing at least seventy-five percent (75%) of the affected metropolitan population, including the City of Grand Island as the central city as designated by the U.S. Census Bureau, have signed this GIAMPO Designation Agreement, which is supplemented with a Memorandum of Understanding between the Nebraska Department of Roads and GIAMPO within six months of designation that identifies the roles and responsibilities for each cooperative partner in the metropolitan planning processes; and

WHEREAS, pursuant to 23 USC § 134(b) and 49 USC § 5303(c) the City of Grand Island, as the central city, and as the designated recipient of 49 USC § 5307 funds, desires to participate with NDOR in the GIAMPO Designation Agreement; and

WHEREAS, the Governor, and the City of Grand Island, by the laws of Nebraska to enter into agreements.

NOW, THEREFORE, in consideration of the mutual covenants, promises, and representations herein, the parties agree to redesignate the metropolitan planning organization as required by 23 USC § 134(b) and 49 USC § 5303(c) for the metropolitan Grand Island planning area as set forth below.

ARTICLE 1: Parties to the GIAMPO Designation Agreement

Section A: The parties are as follows:

- **THE STATE OF NEBRASKA**, acting by and through the Nebraska Department of Roads, herein referred to as “NDOR” **THE CITY OF Grand Island, NEBRASKA**, a first class city organized under the laws of Nebraska and the central city for the Grand Island urbanized area as designated by the U.S. Census Bureau following the most recent decennial census, hereinafter referred to as “Grand Island” or the “City of Grand Island.”

Section B: All parties identified in Section A above must sign this GIAMPO Designation Agreement for it to become effective. The GIAMPO Designation Agreement will become effective upon all parties signing.

Article 2: Definitions:

The following words when used in the GIAMPO Designation Agreement shall have the following meanings:

- **Comprehensive** as used as in “continuing, cooperative, and comprehensive transportation planning process” shall mean that all modes of surface transportation shall be considered and that have the interaction between the surface transportation systems with land use, the environment, and natural and human environment will be considered as part of the planning process.

- **Continuing** as used as in “continuing, cooperative, and comprehensive transportation planning process” shall mean that the LRTP, TIP, and UPWP are updated and adopted on time and that the Policy Board of the GIAMPO and its committees shall meet regularly to identify, discuss, and act on regional transportation planning and programming priorities.
- **Cooperative** as used as in “continuing, cooperative, and comprehensive transportation planning process” shall mean that all parties to this GIAMPO Designation Agreement as well as elected officials representing residents within the metropolitan Grand Island planning area will have the opportunity to provide meaningful input into the planning process and will work together to achieve common goals and objectives.
- **FHWA** means and refers to the Federal Highway Administration.
- **FTA** means and refers to the Federal Transit Administration.
- **Long Range Transportation Plan (LRTP)** means and refers to the regional transportation plan developed by the GIAMPO in cooperation with the NDOR that considers all surface and transportation modes and supports metropolitan community development and social goals which leads to the development and operation of an integrated, multimodal transportation system that facilitates the efficient and economic movement of people and goods as required by 23 USC § 134(g) and 49 USC § 5303.
- **Metropolitan Grand Island Planning Area Boundary** means and refers to the planning area as delineated by agreement between the Governor and the Grand Island Area Metropolitan Planning Organization (GIAMPO) and must contain at minimum the entire urbanized area as delineated by the U.S. Census Bureau following the most recent decennial census plus that area forecast to become urbanized as required in 23 USC § 134(b)(1) and 49 USC § 5303 (c)(1), which shall be subject to the Metropolitan Planning Organization’s planning authority under USC § 134 and 49 USC § 5303, 5304, and 5306.
- **GIAMPO** means and refers to the Grand Island Area Metropolitan Planning Organization.
- **GIAMPO Designation Agreement** means and refers to this instrument, as amended from time to time.
- **Parties** shall mean collectively all entities as described in Article 1, Section A.
- **Transportation Improvement Program (TIP)** is the staged four year program or transportation improvement projects developed by the GIAMPO in cooperation with the NDOR and which is consistent with the Long Range Transportation Plan and developed pursuant to Title 23 § 134(h), 49 USC § 5304.
- **Unified Planning Work Program (UPWP)** is the annual program developed by the GIAMPO in cooperation with the NDOR that lists all planning tasks to be undertaken during a program year, together with a complete description thereof and an estimated budget, all as required by 23 CFR § 450.314 and 23 CFR § 420.

ARTICLE 3: Purpose of the GIAMPO Designation Agreement

Section A: The GIAMPO is hereby designated by the Governor and unit(s) of general purpose local government representing at least seventy-five (75%) of the

affected metropolitan population to undertake the continuing, cooperative, and comprehensive transportation planning process required by 23 USC § 134(b) and 49 USC § 5303 (c).

Sub-section 1: The GIAMPO shall serve as the forum for conducting the required continuing, cooperative, and comprehensive transportation planning process within the metropolitan Grand Island planning area as required by 23 USC § 134 and 49 USC § 5303, 5304, 5306 by:

- (a) Fostering a mutual understanding among the parties to this GIAMPO Designation Agreement and other local officials representing residents within the metropolitan Grand Island planning area about how transportation policy decisions affect community development patterns, natural and human environment, and the physical environment within the metropolitan Grand Island planning area.
- (b) Fostering a mutual understanding among the parties to this GIAMPO Designation Agreement and other local officials representing residents within the metropolitan Grand Island planning area about how local land use decisions can have regional transportation impacts.
- (c) Recognizing that mutual adjustment of individual plans and programs by the parties to this GIAMPO Designation Agreement and plans and programs of other local government jurisdictions may be necessary to accomplish metropolitan-wide community development and transportation goals and objectives.

Sub-section 2: Develop transportation plans and programs as required by 23 USC § 134 and 49 USC § 5304, and 5304 in cooperation with the NDOR, that provide for the development of transportation facilities that will function as an integrated, multimodal transportation system.

Sub-Section 3: Assure eligibility for the receipt of federal surface transportation funds under Title 23 USC and Title 49 USC within the metropolitan Grand Island planning area.

Section B: The GIAMPO is intended to be in the forum for cooperative decision making by officials of the governmental entities and major transportation providers which are party to the GIAMPO Designation Agreement and/or are representing residents in the metropolitan Grand Island planning area in the development of transportation-related plans and programs, including but not limited to:

- (i) Long Range Transportation Plan (LRTP)
- (ii) Transportation Improvement Program (TIP)
- (iii) Unified Planning Work Program (UPWP)
- (iv) Public Involvement Plan

- (v) Performing such other tasks presently or hereafter required by state or federal law or regulations.
- (vi) Performing such other tasks as approved by the Policy Board of the GIAMPO. (See Article 4).

Section C: It is the intent of the parties to this GIAMPO Designation Agreement to strive for the highest standards of professional quality in developing the Long Range Transportation Plan, the Transportation Improvement Program, the Unified Planning Work Program, the Public Involvement Plan, and other metropolitan transportation planning and programming products. The Policy Board for the GIAMPO shall adopt positive criteria to evaluate both the products and processes of the GIAMPO. These criteria shall be used on an on- going basis to evaluate the effectiveness of the GIAMPO in meeting its obligations as the MPO for this region.

ARTICLE 4: Policy Board for the GIAMPO

Section A: A Policy Board for the GIAMPO is hereby created and established.

Sub-Section 1: The voting membership of the Policy Board shall be as follows:

- (a) The Mayor of Grand Island.
- (b) Four members of the Grand Island City Council recommended by the Mayor and approved by the City Council with other annual boards and commissions appointments.
- (c) Two members of the Hall County Board of Supervisors who reside within the metropolitan transportation planning area, selected by the County Board of Supervisors.
- (d) 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.
- (e) The NDOR Director-State Engineer, or designee.

Sub-Section 2: The Ex-Officio (non-voting) membership on the Policy Board shall be as follows:

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

Ex-Officio members for the Policy Board shall have the right to fully participate in the meetings of the Policy Board, except that they shall not be entitled to vote on matters before the Policy Board.

Section B: The Policy Board shall develop and approve bylaws that will govern the operation of the Policy Board within six months of the date of this GIAMPO Designation Agreement. Such bylaws will at a minimum provide for:

Sub-section 1: The Mayor of Grand Island shall serve as the Chair of the MPO Policy Board and preside over meetings of the Policy Board.

Sub-section 2: Frequency and place of regularly scheduled meetings of the Policy Board.

Sub-section 3: Method of conducting meetings of the Policy Board.

Sub-section 4: A process for the election of a vice-chair to serve in the absence of the Mayor

Section C: The voting and Ex Officio memberships of the Policy Board and any of its sub-committees created under Article 5 below will be reviewed following each U.S. decennial census. Adjustments will be made based on the following:

Sub-section 1: Expansion of the Grand Island urbanized area by the U.S. Census Bureau.

Sub-section 2: Significant shift in population among the various cities and the county as documented by the U.S. Census Bureau.

Sub-section 3: Land use forecasts developed by the various cities and counties within the metropolitan Grand Island planning area accepted and/or modified by the Policy Board of the GIAMPO.

ARTICLE 5: Duties and Responsibilities of the GIAMPO

Section A: The Policy Board shall have the authority to take action to effectuate its powers, responsibilities, and obligations enumerated herein; provided that said rules do not conflict with applicable state or federal laws and regulations.

Section B: The Policy Board shall have the authority to direct staff assigned to the GIAMPO to work on specific planning and programming activities as described in the annual UPWP.

Section C: The Policy Board, in cooperation with the NDOR, shall carry out the metropolitan planning process as required by 23 USC § 134, 49 USC § 5303, 5304, 5306, 23 CFR § Part 450, and 49 CFR Part 613, Subpart A.

Section D: The Policy Board and the Governor shall by agreement delineate the metropolitan Grand Island planning area. The map of the metropolitan transportation planning area shall be Exhibit A attached to this GIAMPO Designation Agreement and is incorporated by reference and made a part of this GIAMPO Designation Agreement.

Section E: The Policy Board shall assist the NDOR with adjusting the boundaries of the Grand Island urbanized area for functional classification purposes and shall assist the NDOR with functionally classifying roads with the metropolitan planning area.

Section F: The Policy Board shall perform such other tasks presently or hereafter required by state or federal law.

Section G: The Policy Board and the NDOR shall jointly develop and adopt criteria for annually certifying to the FHWA and FTA that the planning process is addressing the major issues facing the metropolitan Grand Island planning area and that the process is being conducted in accordance with all applicable requirements as specified in 23 USC § 134, 49 USC § 5303, 5304, 5306, 23 CFR Part 450, and 49 CFR Part 613.

Section H: The Policy Board shall develop and adopt project selection criteria for including all federally funded surface transportation projects in the TIP and LRTP. The Policy Board shall develop and adopt project selection criteria for including all regionally significant projects, regardless of funding source, in the TIP and LRTP. The criteria will include both a process for soliciting projects from parties to this GIAMPO Designation Agreement and from other interested parties and criteria for evaluating the projects proposed. When one unit of government or operator of a major mode of transportation Proposes a project to be included in the LRTP or TIP that will directly impact another unit of government or operator of a major mode of transportation, the criteria will require coordination at the earliest possible stage of the process before the project is included in either the LRTP or TIP.

Section I: The Policy Board shall conduct the required continuing, cooperative, and comprehensive, transportation planning process as required by 23 USC § 134, 49 USC § 5303 and 5304.

ARTICLE 6: Sub-committees for the GIAMPO

Section A: A Technical Advisory Committee, hereinafter referred to as “TAC,” is hereby created.

Sub-section 1: The voting membership of the TAC shall be as follows:

- (a) Grand Island Public Works Director.
- (b) Grand Island Finance Director.
- (c) Grand Island Manager of Engineering Services.
- (d) Hall County Regional Planning Director.
- (e) Hall County Public Works Director.
- (f) Two representatives from NDOR; one designated by the Planning and Development Engineer and the District Four Engineer

- (g) Merrick County Public Works Director or Highway Superintendent
- (h) One representative from the Village of Alda.
- (i) Other individuals designated by the Policy Board.

Sub-section 2: The Ex-Officio (non-voting) membership of the TAC shall be as follows:

- (a) One representative from the FHWA as designated by the Nebraska Division Transportation Planner.
- (b) One representative from the FTA as designated by the Region VII Transportation Planner.
- (c) NDOR Local Projects Division Urban Engineer.
- (d) One representative from the Union Pacific Railroad and one representative from the Burlington Northern Santa Fe Railroad may be appointed to the committee by their respective companies, other rail system operators may be added by the policy board as needed
- (e) One representative from the Grand Island Area Chamber of Commerce
- (f) One representative from the Grand Island Area Economic Development Corporation
- (g) The Board of the Central Nebraska Regional Airport may appoint one representative
- (h) Other individuals selected by the voting membership of the TAC and approved by the Policy Board.

Ex Officio members of the TAC shall have the right to fully participate in the meetings of the TAC, except that they shall not be entitled to vote on matters before the TAC.

Sub-section 3: The TAC shall develop and approve bylaws that will govern the operation of the TAC within six months of the date of this GIAMPO Designation Agreement which shall be approved by the Policy Board. Such bylaws will at a minimum provide for:

- (a) A process for the election of a chair and vice-chair to preside over the meetings of the TAC.
- (b) Place of regularly scheduled meetings of the TAC.
- (c) Method of conducting meetings of the TAC.
- (d) The Hall County Regional Planning Director shall serve as the first chair of the TAC. Subsequent chairs of the TAC shall be selected in accordance with the process established in the bylaws of the TAC.

Sub-section 4: The responsibilities of the TAC shall be to advise the Policy Board on matters pertaining to the GIAMPO. The members of the TAC shall also be required to assist the GIAMPO with collecting information,

performing technical reviews, formulating recommendations, setting priorities, and other matters as directed by the Policy Board.

Section B: The Policy Board may create additional sub-committees to advise it as part of the metropolitan transportation planning process.

ARTICLE 7: Staff Support Services for the GIAMPO

Section A: The City of Grand Island shall provide staff support services to the GIAMPO. Hiring and personnel management shall be consistent with the City of Grand Island Personnel policies.

Section B: The Managing Director shall establish criteria to evaluate the performance of staff support services. Staff shall be reviewed by the Managing Director on an annual basis.

Section C: The Policy Board and the NDOR both reserve the right to review the work performed by the staff of GIAMPO. Should either the Policy Board or the NDOR believe that the staff support services are inadequate, they shall in writing notify the Managing Director of the GIAMPO the deficiency and provide a reasonable opportunity to cure.

Section D: GIAMPO staff shall serve as Secretary to the Policy Board and the sub-committees of the GIAMPO. This shall include preparing meeting agenda, keeping meeting minutes, and other work as specified in the position description for employees or contract for contracted staff services.

Section E: The specific staff support services to be performed will be described in the annual UPWP.

ARTICLE 8: Unified Planning Work Program (UPWP)

Section A: The UPWP shall:

- Describe in detail the responsibilities for each of the cooperative partners (i.e., GIAMPO and NDOR) in the metropolitan transportation planning process.
- Discuss in detail the transportation planning priorities for the upcoming year.
- Establish major milestones for years two through five to ensure that the long range transportation plan (LRTP) and transportation improvement program (TIP) will be updated in time.
- Describe in detail the work plan for the staff of the GIAMPO.
- Be developed cooperatively by the Policy Board and the NDOR.
- Contain the annual budget, including funding sources for the GIAMPO.
- Be in a format specified by the NDOR.

ARTICLE 9: Miscellaneous Provisions

Section A: This GIAMPO Designation Agreement may be amended from time to time by agreement of the parties required to sign this GIAMPO Designation Agreement as specified in Article 1, Section A above.

Section B: The Policy Board and the NDOR shall review this GIAMPO Designation Agreement following each subsequent federal surface transportation act, which was most recently titled the Moving Ahead for Progress in the 21st Century (MAP-21) which sunset on September 30, 2014. Any necessary changes to this GIAMPO Designation Agreement will be made following this review.

Section C: After this GIAMPO Designation Agreement goes into effect and by majority vote of the Policy Board of the GIAMPO, additional cities, counties, or operators of major modes of transportation may sign this GIAMPO Designation Agreement. The addition of cities and counties which will modify the GIAMPO metropolitan planning area will occur only by agreement of the Governor and with notice from the NDOR to both the FHWA and FTA.

Section D: This GIAMPO Designation Agreement may be terminated by any one of the parties identified in Article 1 Section A above for material breach of the terms of this agreement. The party initiating the termination of the agreement shall provide a written 90-day notice to the other parties of this agreement. Following the notice, another 90-day period will be given to repair the breach after which said period the agreement may be terminated.

Section E: For failure of the GIAMPO to comply with the requirements of 23 USC § 134, 49 USC § 5303 and 5304, 49 CFR Part 18, or the terms of this GIAMPO Designation Agreement as determined by the NDOR, the Governor reserves the right to:

- Withhold or reduce funding allocated to the GIAMPO in accordance with the formula developed by the NDOR and approved by FHWA and FTA.
- Withhold or reduce funds obligated in the UPWP for failure to adequately perform activities specified in the annual UPWP.
- Withhold the annual state certification of the GIAMPO planning process.
- Withhold or reduce funds for any material breach of the terms of the GIAMPO Designation Agreement.

Section F: Invalidation of any one of the provisions of this GIAMPO Designation Agreement by a court of competent jurisdiction, shall not affect any other provisions, all of which shall remain in full force and effect.

Section G: It is further understood that this GIAMPO Designation Agreement and all contracts entered into under the provisions of this GIAMPO Designation Agreement shall be binding upon the NDOR, GIAMPO, their successors in office.

Section H: It is expressly agreed that no third party beneficiaries are intended to be created by this GIAMPO Designation Agreement, nor do the parties herein authorize anyone not a party to this GIAMPO Designation Agreement to maintain a suit for damages pursuant to the terms or provisions of this GIAMPO Designation Agreement.

IN WITNESS WHEREOF, the parties hereto have caused this GIAMPO Designation Agreement to be executed as of the date first above written.

Attest:

State of Nebraska

Dave Heineman
Governor

Attest:

City of Grand Island, Nebraska

RaNae Edwards, Grand Island City Clerk

Jay Vavricek,
Mayor



City of Grand Island

Tuesday, January 29, 2013

Study Session

Item -3

Update on Wastewater Treatment Plant

Staff Contact: Terry Brown, Interim Public Works Director

Council Agenda Memo

From: Terry Brown, Manager of Engineering Services
Meeting: January 29, 2013
Subject: Wastewater Treatment Plant Update
Item #'s: 3
Presenter(s): Terry Brown, Interim Public Works Director

Background

On February 14, 2012 City Council approved Resolution #2012-41 B, which adopted an internal cost efficiency improvement plan for the Wastewater Treatment Plant. This resolution also allowed for the creation of two (2) new positions, consisting of a Wastewater Treatment Plant Engineer and a Wastewater Operations Engineer.

Discussion

A PowerPoint presentation is being shown tonight to show the progress of the internal cost efficiency improvement plan for the Wastewater Treatment Plant.

Conclusion

This item is presented to the City Council in a Study Session to allow for any questions to be answered and to create a greater understanding of the issue at hand.

Wastewater Update



Resolution 2012-41B approved February 14, 2012

- Adopted an Internal Cost Efficiency Improvement Plan
- Created Two Positions:
 - Wastewater Plant Engineer and Operations Engineer
- Identify Asset Management Software and Services
- Identify additional Monitoring Locations and Devices
- Asset Management & Monitoring/Automation study

Goal

- 🌐 Provide the Rate Payers with the most efficient cost effective wastewater treatment possible.

Opportunities for Improvement

Technical Skills

Asset Management

Process Review / Monitoring and Automation

Staff Utilization

Technical Skills

Acquire expertise:

☞ Wastewater Plant Engineer – Marvin Strong PE

☞ Wastewater Operations Engineer – Jue Zhao PhD PE

☞ Lab Technician – Joseph Shanle

Technical Training

- Wastewater Treatment Plant Operations Training will be provided to all Wastewater Personnel in early April 2013.
- They will receive credit from the NDEQ for the training
- All licensed wastewater treatment plant operators must obtain continuing education credits to maintain their licenses.

Asset Management Training

- 🌊 Fred Tustin and Scott Cameron attended NASSCO training last year to help develop an Asset Management process for the Sanitary Sewer Collection System
- 🌊 GIS will be an integral part of that Asset Management process

Wastewater Plant process study

- Jue Zhao, PhD is using Bio-Win to model the Wastewater Treatment Plant's Performance. This is the same software Veolia planed to use.
- Jue Zhao, PhD made one process change that reduced electrical uses and is looking to make several more that will reduce electrical power even more .

Automation/Monitoring

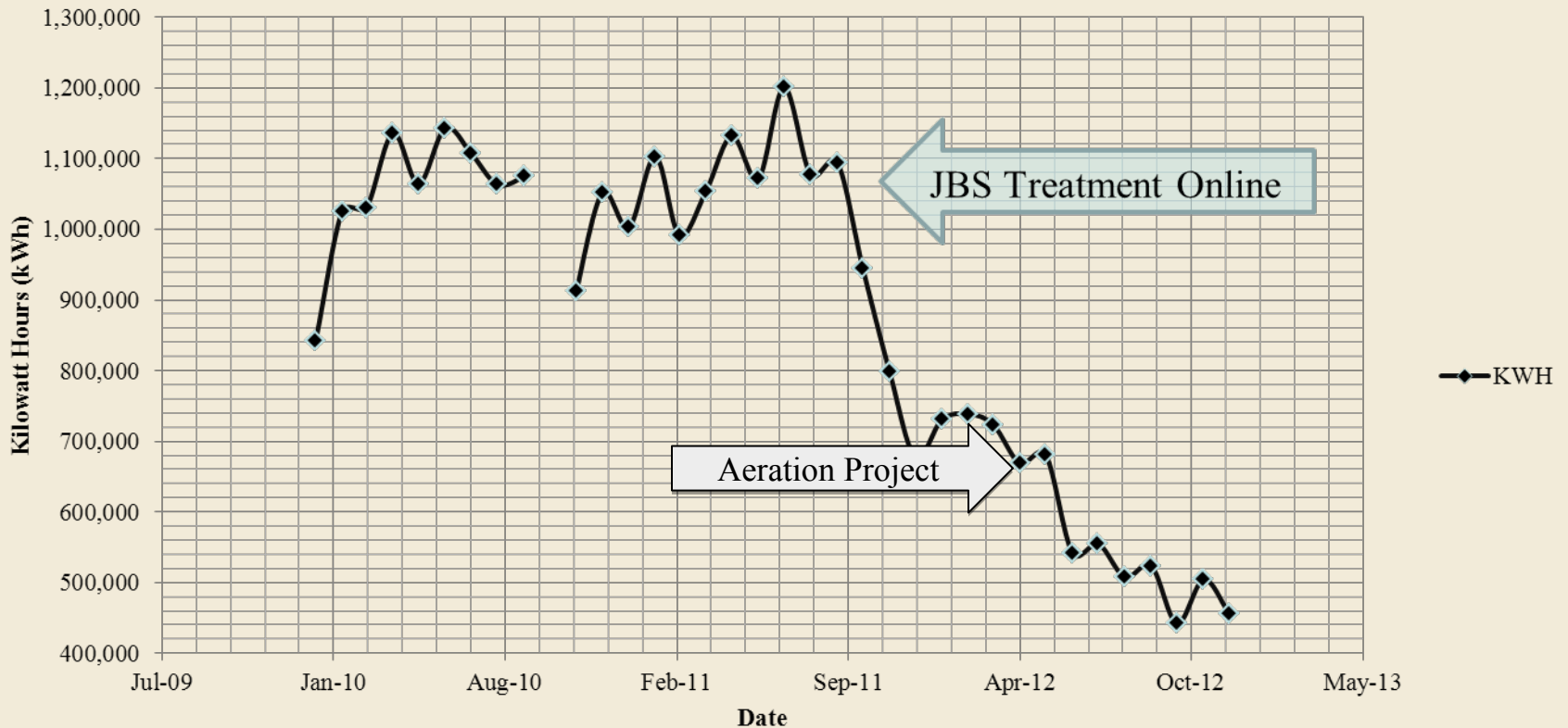
- SCADA
- Flow Monitoring
- Collection System Corrosion Monitoring
- Rainfall - Inflow/Infiltration Relationship
- Process Monitoring
- Training

Wastewater Plant Efficiency

- Electrical usage at the wastewater treatment plant has been reduced by 40% to 50% over the last three years
- JBS reduced its' loadings to the Wastewater Treatment Plant
- Treatment Plant Aeration Project
- Drought
- Internal recycle

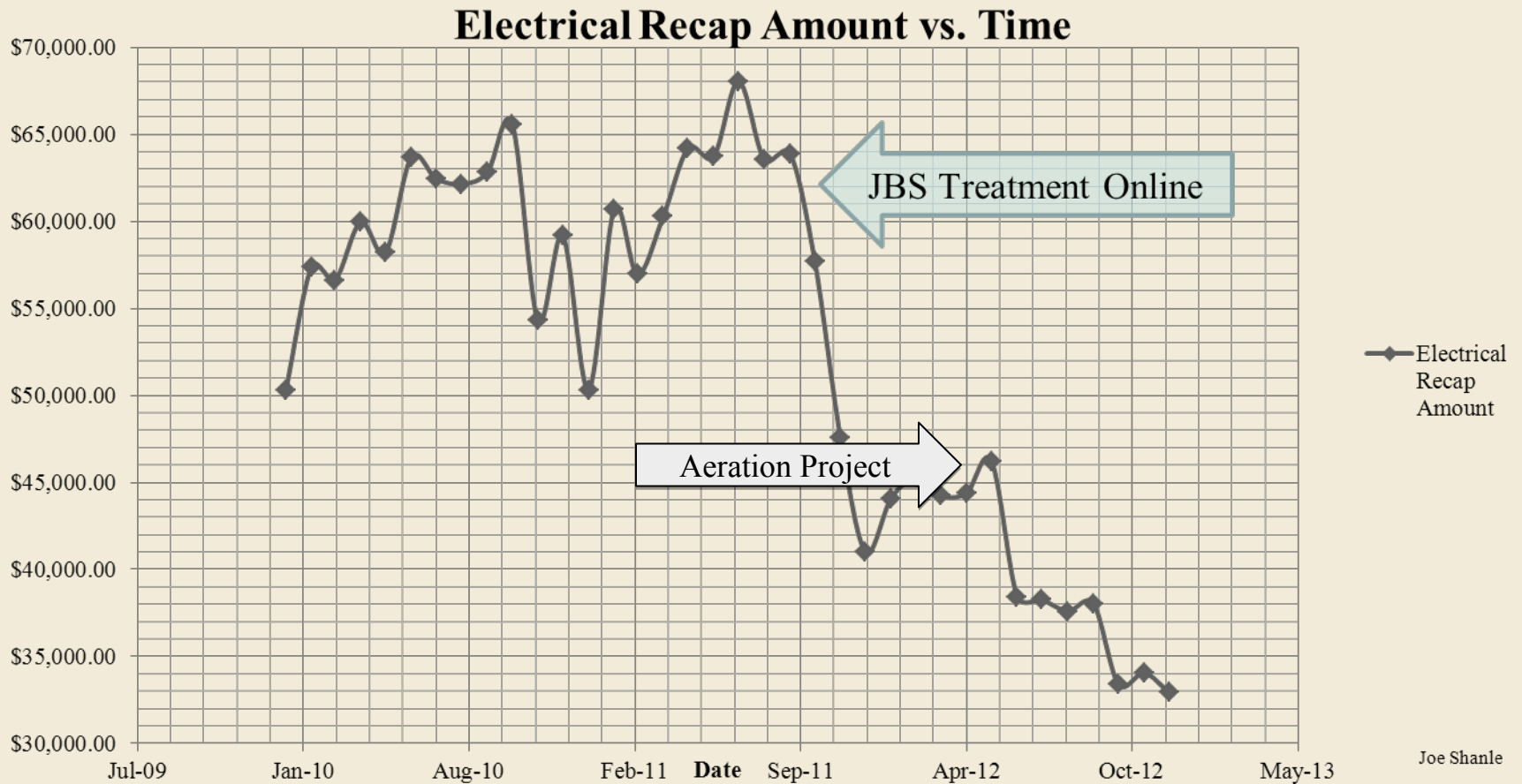
WWTP Electrical Three Year Usage

Kilowatt Hours consumed Monthly



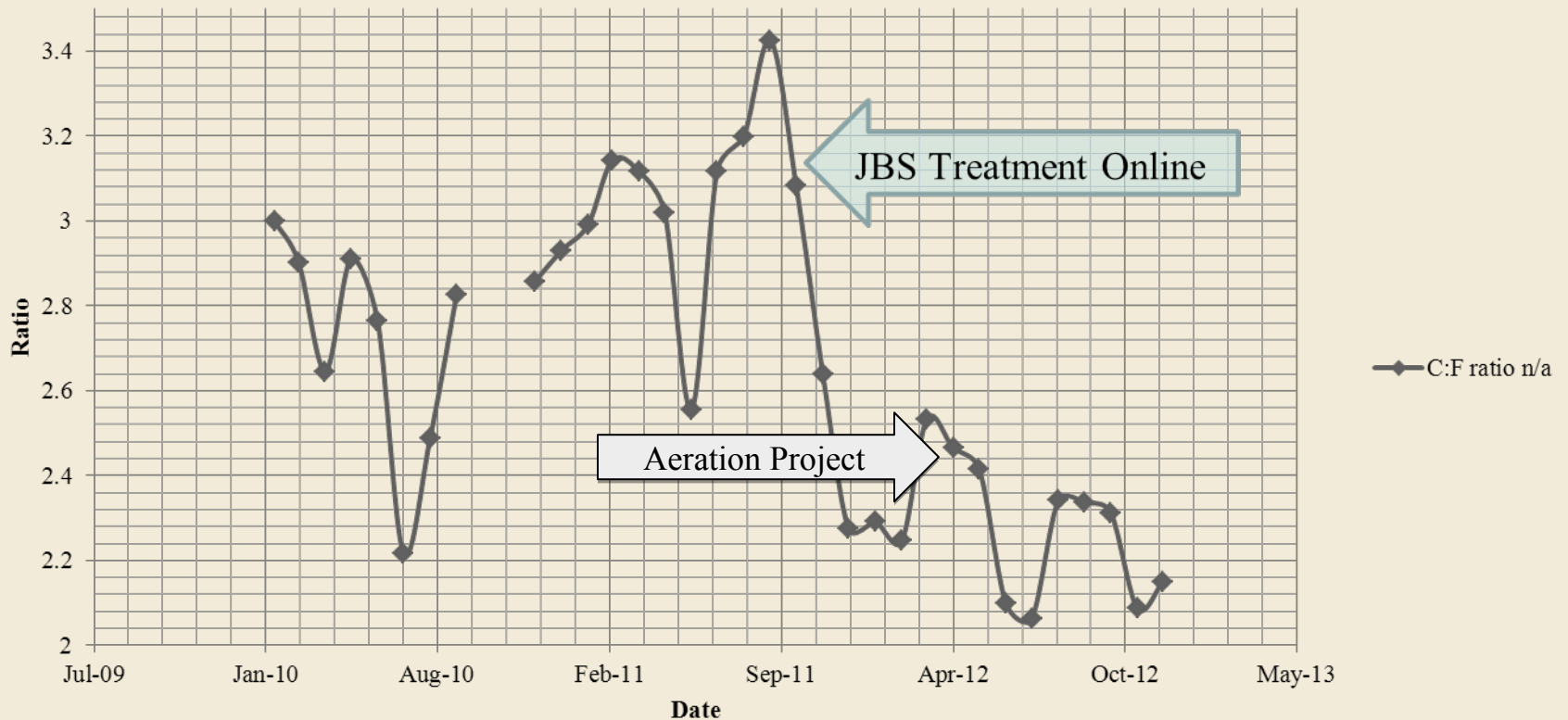
Joe Shanle-1/21/2013

WWTP Electrical Costs



WWTP Electrical Efficiency

(Power Consumption/Unit Flow) vs. Time

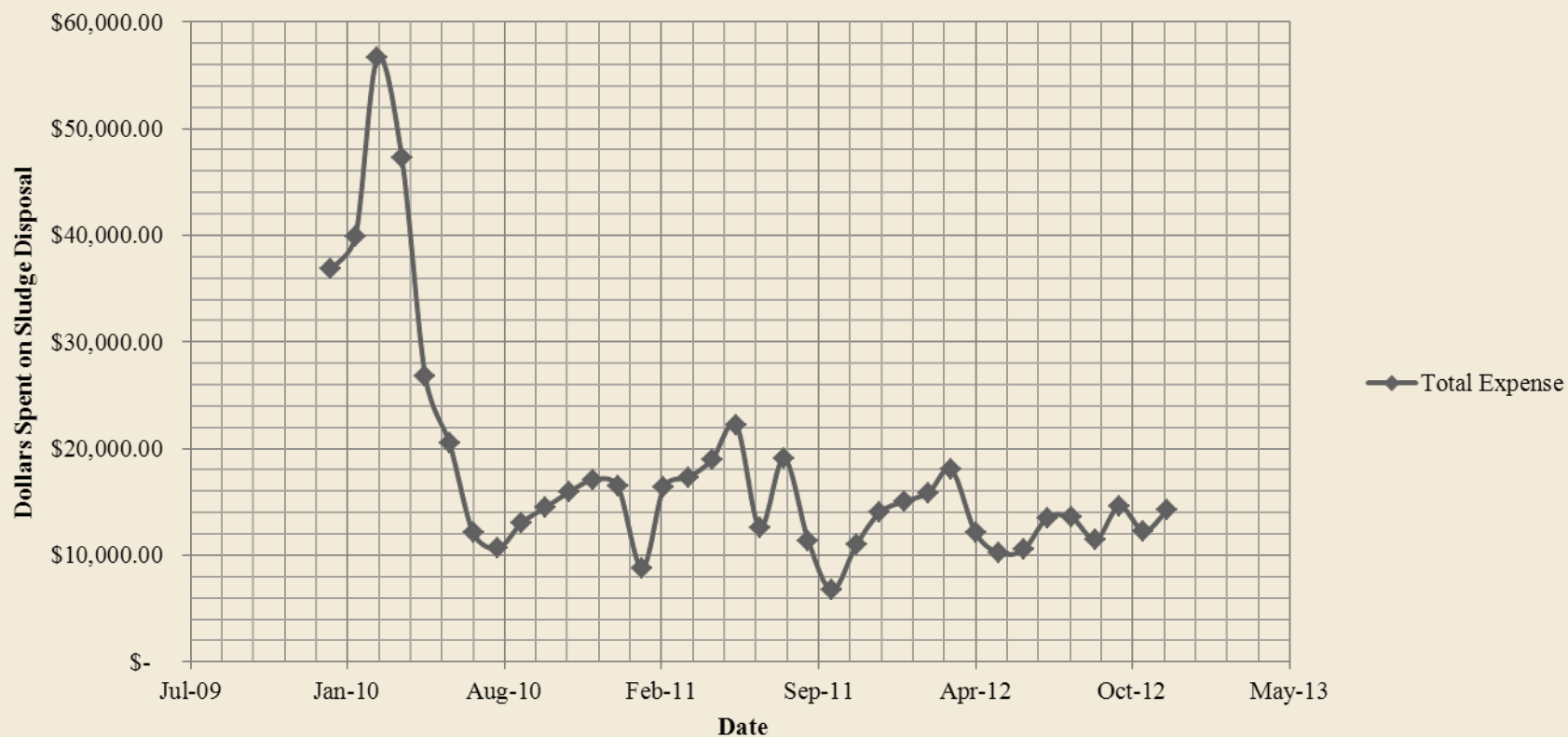


Joe Shanle-1/21/2013

Wastewater Plant Process Study

- 🌊 Sludge Disposal Costs have been substantially reduced by JBS' reduction in loadings to the wastewater treatment plant

Dollars Spent on Sludge Disposal 2010-2012



Environmental Compliance

- Conducted Laboratory Audit and modified the laboratory testing to bring it into compliance with 40 CFR 136 -----. Additional equipment was purchased to bring testing into compliance.
- We visited the wastewater laboratory in Lincoln
- Joe Shanle visited a commercial wastewater laboratory in Omaha
- We are on a par with any wastewater laboratory in the State of Nebraska

Environmental Compliance

- Regulatory Enforcement Issues
- USEPA Administrative Order for failure to submit 503 Sludge Reports – Resolved; 2012 reports have already been submitted
- USEPA RCRA Notice of Violation for failure to assess Hazardous Materials – Resolved
- NDEQ Notice of Violation for failure to submit SWPPP NOI - Resolved

Environmental Compliance

- NPDES Permit
- Expires September 30, 2013. No changes are expected during this renewal cycle. However Phosphorus and or Nitrate Limits may be added during the next cycle.

Environmental Compliance

- Initiated meetings with JBS to discuss wastewater issues of mutual interest to JBS and the City of Grand Island
- JBS reduced its' wastewater treatment charges by \$1,000,000 per year by installing pre-treatment facilities
- JBS is working on reducing its' wastewater charges further by increasing their ability to remove Nitrates.
- JBS NDEQ wastewater pretreatment permit

Environmental Compliance

🌊 Lab Technician ➡ Regulatory Compliance Position

🌊 Environmental

🌊 Laboratory

🌊 Safety

🌊 Security

Staff Utilization

Proposed Positions

- Regulatory Compliance Position
- Lab Tech/Clerical/Data Management Position
- Project Manager/Construction Manager

Open Positions

- Maintenance Supervisor
- Maintenance Mechanic
- Equipment Operator

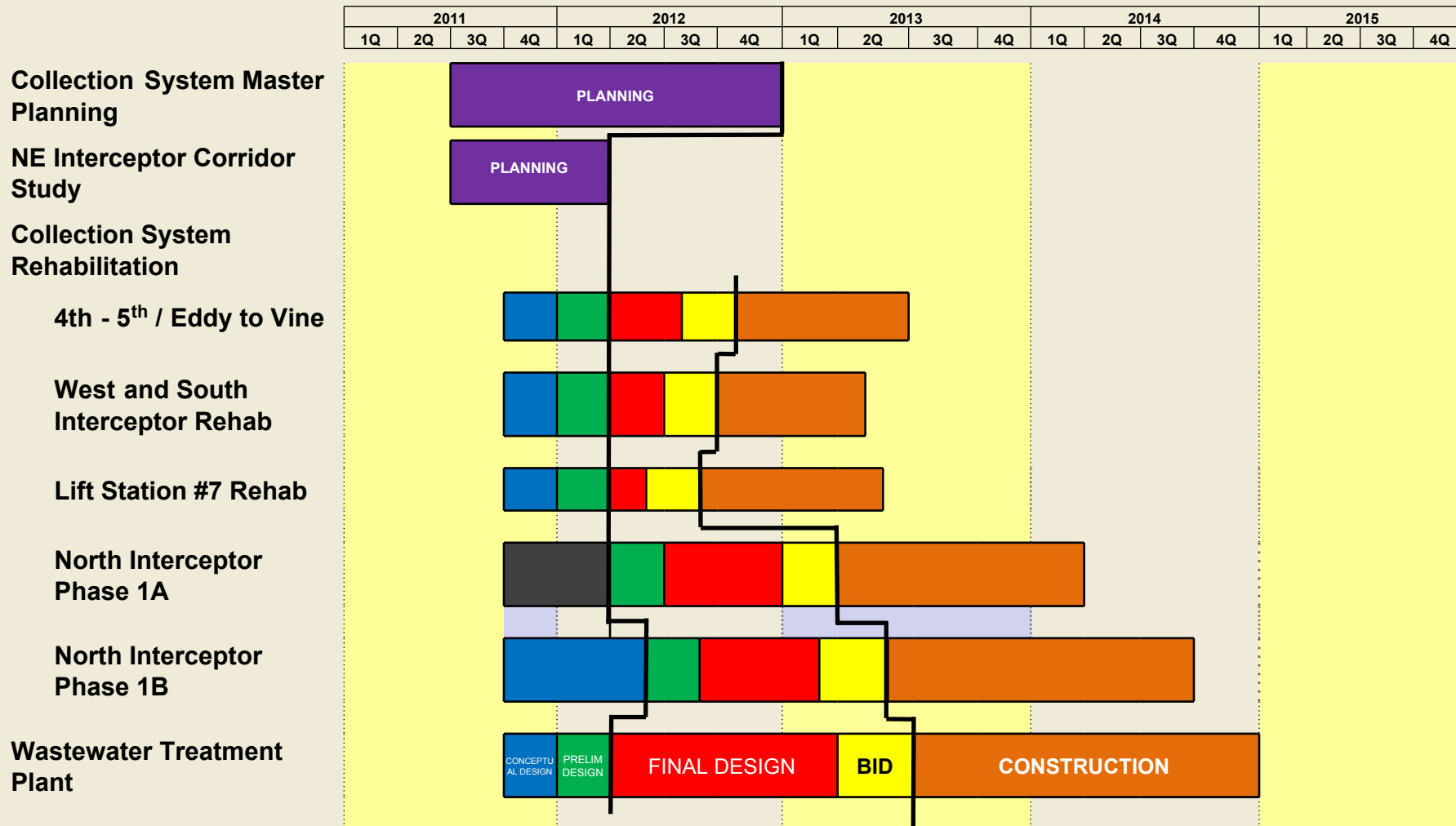
North Interceptor Repair Update



North Interceptor Repair Update



OVERALL PROGRAM SCHEDULE



Rate Study

- 🌊 The current rate structure is based on capital expenditures of \$44 million based on the May 2010 comprehensive plan. Additional funding will be needed to complete the wastewater work recommended to the council.
- 🌊 A rate increase(s) will be needed to cover the cost of the additional capital expenditures.
- 🌊 A request will be made to council next month to authorize Black and Veatch to update our rate study to fund the recommended rehabilitation projects.

Questions