



City of Grand Island

Tuesday, November 13, 2012

Council Session

Item G3

Approving Minutes of November 6, 2012 City Council Study Session

Staff Contact: RaNae Edwards

CITY OF GRAND ISLAND, NEBRASKA

MINUTES OF CITY COUNCIL STUDY SESSION

November 6, 2012

Pursuant to due call and notice thereof, a Study Session of the City Council of the City of Grand Island, Nebraska was conducted in the Council Chambers of City Hall, 100 East First Street, on November 6, 2012. Notice of the meeting was given in the *Grand Island Independent* on October 31, 2012.

Mayor Jay Vavricek called the meeting to order at 7:00 p.m. The following Councilmembers were present: Chuck Haase, Larry Carney, Bob Niemann, Peg Gilbert, Mitch Nickerson, Linna Dee Donaldson, Scott Dugan, Vaughn Minton and John Gericke. Councilmember Kirk Ramsey was absent. The following City Officials were present: City Administrator Mary Lou Brown, City Clerk RaNae Edwards, City Attorney Robert Sivick, Interim Public Works Director Terry Brown and Finance Director Jaye Monter.

INVOCATION was given by Community Youth Council member Ashley Bykerk followed by the PLEDGE OF ALLEGIANCE.

Mayor Vavricek introduced CYC member Ashley Bykerk.

SPECIAL ITEMS:

Presentation on Metropolitan Planning Organization (MPO). Regional Planning Director Chad Nabity reported that during the 2010 Census the City had reached 50,440 in population as determined by the Census Department. This number included the surrounding urbanized area including the east lakes, the subdivisions across Gunbarrel Road into Merrick County and the Village of Alda. A PowerPoint presentation was given explaining what an MPO is.

What is an MPO?

- A transportation policy-making and planning body with representatives of local, state & federal government and transportation authorities
- A forum for cooperative decision making involving key stakeholders
- Federal requirement in Census urbanized areas of 50,000 or more
- At >200,000, designated a Transportation Management Area (TMA)
- After the 2010 Census, as many as 420 MPOs
- The Policy Committee or Board is the designated MPO, not the staff

Question was asked about how many MPOs were added. Mr. Nabity stated he thought it was 27.

What About MPO staff?

- Federal law is silent on staffing the MPO
- Great flexibility in staff arrangements, often depends on state law
- Typically have a “host agency” as fiscal/administrative agent

- FHWA and FTA have funding programs to support MPO work; provide a maximum 80% Federal share
- Required work may be performed by staff, member agencies, consultants

Typical MPO Structure:

Policy Committee or Board

- For TMAs, the MPO shall consist of local elected officials; officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation; and appropriate State officials
- For all MPOs, designation occurs by agreement between the Governor and local governments representing at least 75% of the population including the largest incorporated city
- Policy Committees determine their own representation and decision making procedures; some require consensus, others majority of super-majority
- Some MPOs have an Executive or Management Committee to handle agendas and routine matters

Question was asked concerning who selects the membership of the board. Mr. Nability stated the City Council would be the approving authority. CDBG grants would no longer need the approval of the council. Transit funding would be outside this structure.

Discussion was held regarding the differences between Omaha, Lincoln, and South Sioux City who were MPOs and if legislation needed to be added to the statutes regarding First Class cities the size of Grand Island being MPOs. The policy board would have to be a separate entity. Discussion was held whether the City Council could set as the MPO policy board.

Mr. Nability stated that by the end of February 2013 an MPO and policy board would need to be formed. Additional staffing was discussed. It was suggested that a timeline be created on what needed to be done and when. Interim Public Works Director Terry Brown commented on the Federal requirements for MPOs.

Planning (or Technical) Committee

- An advisory body to the MPO Board for transportation issues, primarily technical in nature
- Oversees MPO technical work and develops recommendations on projects and programs for Board consideration
- Usually composed of staff-level officials of local, state & federal agencies
- May have standing sub-committees, for example TIP, Transit, Program Administration
- May create ad hoc sub-committees

Mr. Nability stated currently we have a One and Six Year Plan, with an MPO we would have a Four and Twenty Year Plan.

Citizen Advisory Committee

- Acts in an advisory capacity to MPO Board as liaison to the public

- Advises on public involvement strategies
- May assist in organizing and managing public meetings and comments
- Composed of members of the public
 - Often appointed by localities and MPO policy board
 - Sometimes elected
 - May include representatives of stakeholder and advocacy groups like neighborhood, environmental, bicycle and pedestrian, or transit users

Why an MPO?

- Planning's job is to elicit the region's shared vision for the future
- Requires a comprehensive examination of the region's future and investment alternative – Technical and qualitative forecasts
- Transportation investment means allocating scarce transportation funding resources that achieve outcomes that move toward the vision
- MPO facilitates collaboration of governments, interested parties, and residents

Question was asked whether the Regional Planning Commission could serve as the Citizen Advisory Committee. Mr. Naby stated they could. Discussion was held regarding the current County transportation system. Mentioned was that private stakeholders were necessary in this process.

MPO Federally Required Products:

- Long Range Transportation Plan (LRTP) – Goals, objectives, actions
- Unified Planning Work Program (UPWP) – Tasks to accomplish planning activities
- Transportation Improvement Program (TIP) – Projects to implement the LRTP
- Participation Plan – Communication with the Public and key affected groups – Environmental Justice – Limited English Proficiency Plan
- Coordinated Public Transit-Human Services Transportation Plan – How to make best use of transit operations
- Congestion Management Process (CMP) – Required only in TMAs – Identifies congestion in all modes, and mitigation strategies
- Air Quality planning in non-attainment areas – The LRTP and TIP are subject to conformity analysis

Mr. Naby stated a Unified Planning Work Program needed to be done in 1-2 years; Long Range Transportation Plan – 20 years (minimum); and Transportation Improvement Program within 4 years (minimum).

Subjects for MPO Long Range Plans

MAP-21 required planning factors

- Economic vitality
- Safety
- Security
- Accessibility and mobility
- Environmental areas, promote energy conservation, improve the quality of life

- Integration and connectivity
- Management & operations
- Preservation

MAP-21 Performance Measures

- Infrastructure condition: state of good repair
- Congestion reduction: reduce congestion on NHS
- Safety: reduce fatalities and serious injuries on public roads
- System Reliability: improve efficiency of travel
- Freight Movement and Economic Vitality: improve freight networks, rural access, and regional economic development
- Environmental Sustainability: protect and enhance the environment
- Project Delivery: reduce delays in project development and delivery
- Targets to be determined by MPOs and states

Comments were made concerning railroads and the Cornhusker Army Ammunition Plant and their importance in the future of Grand Island. Mentioned was the make-up of the policy committee. Questioned was what the next steps would be. Mr. Nabity stated the scope of services and a contract with the State of Nebraska would be brought forward for Council approval. By the end of February the scope of the MPO needed to be sent to the Governor. City Administrator Mary Lou Brown stated this was the first of many Study Sessions on this topic.

Concern was brought forward regarding another layer of government with additional cost for staff. Requested were samples from other cities and for us not to rush the process. Mr. Brown stated he could send a link of other MPOs to Council. Mentioned was to continue the transportation we currently had through this transition.

ADJOURNMENT: The meeting was adjourned at 8:30 p.m.

RaNae Edwards
City Clerk