

GIAMPO RESOLUTION NO. 2018-4

Grand Island Area Metropolitan Planning Organization

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

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

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

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

WHEREAS, the GIAMPO Transportation Improvement Programs (TIP) for FY 2019-2023 is the MPO’s five-year implementation programs and must be consistent with the Long Range Transportation Plan; and

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

- State ID 42776, In Grand Island Bridges (US-30 Bridges) – Changes the project federal-aid amount from \$2.339 million to \$3.420 million and the project total estimate from \$2.924 million to \$4.648 million.
- State ID 42787, Cairo – Grand Island (N-2 Resurfacing) – Changes the project federal-aid amount from \$3.002 million to \$7.292 million and the project total estimate from \$3.754 million to \$9.215 million.
- State ID 41704, US-281 West, Grand Island (US-30 Realignment) – Changes the project total estimate from \$29.681 million to \$30.693 million (no federal-aid).

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

WHEREAS, updates or amendments to the Long Range Transportation on or after May 27, 2018 must be developed according to the performance-based provisions of 23 CFR Part 450 and safety performance measure requirements; and

WHEREAS, the attached includes a new section in Chapter 3 (section 3.4) of the Long Range Transportation Plan relating to performance management; and

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


NOW, THEREFORE BE IT RESOLVED, that the Policy Board of the Grand Island Area Metropolitan Planning Organization approves and adopts the amendment to the MPO's Long Range Transportation Plan, replacing Chapter 7 and Chapter 9 of the Plan and inserting a new section in Chapter 3 (section 3.4) of the Plan with the attached document.

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

Certification:

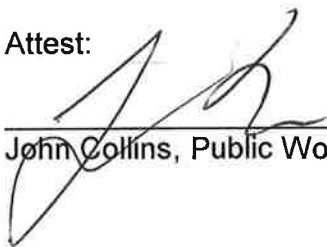
The foregoing resolution was approved by the Grand Island Area Metropolitan Planning Organization Policy Board at its regularly scheduled meeting on May 22, 2018.

By:



Jeremy Jensen, Mayor / Chairperson

Attest:



John Collins, Public Works Director

3.4 Performance Management (New Section to Chapter 3)

When Congress passed the federal transportation bill MAP-21 in July 2012, it included a series of provisions for Transportation Performance Management (TPM). In the intervening years, Congress passed the FAST Act in December 2015, which essentially maintained and reaffirmed the performance management provisions of MAP-21. Since the passage of MAP-21, USDOT has worked through the federal rulemaking process to establish a series of performance measures and corresponding target setting requirements. Generally, the performance measures relate to national goals of safety, infrastructure condition, air quality, and transportation system performance.

On May 20, 2017, USDOT implemented the final two performance measures rules, which effectively completes the rulemaking process for federally defined performance measures. With this implementation, the national performance measures and target setting requirements are final and work at the state DOT/transit provider level has begun. Once the states have set targets, MPOs like GIAMPO must establish performance targets at the regional level within 180 days. MPOs have the option to set its own regional targets, or to support the targets established by State DOTs/transit providers. Table 3-7 provides the timeline for each of the performance areas established by MAP-21 and the FAST Act.

Table 3-7: Deadlines for Setting Performance Measures Targets

Performance Area	# of Measures	Deadline for Setting Targets	
		State DOT/Transit Provider	MPO
Transit State of Good Repair	4	January 1, 2017	June 30, 2017
Safety	5	August 31, 2017	February 27, 2018
Pavement and Bridge Condition	6	May 20, 2018	November 16, 2018
System Performance / Freight / CMAQ*	6	May 20, 2018	November 16, 2018

* CMAQ is not applicable to GIAMPO.

As indicated in Table 3-7, the Transit State of Good Repair (i.e. infrastructure condition) is the first performance area for which an MPO must establish targets. Based on collaboration with the City of Grand Island (transit operator) and NDOR, GIAMPO agreed to support the transit asset management targets established by the City which are the same targets as the State.

The second performance measure is safety for which an MPO must establish targets. GIAMPO has chosen to support NDOR's 2014-2018 safety targets as published in the NDOR Highway Safety Improvement Program 2017 Annual Report.

GIAMPO will support the established targets for Transit State of Good Repair and Safety and to be established targets for the remaining performance areas by the Journey 2040 policy recommendations and proposed capital projects within the Grand Island planning area.

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

Total Available Roadway Funds (\$1,000)				
Time Period	Federal	State	Local	Total Revenues
2016-2025	\$37,660	\$109,366	\$42,430	\$189,456
2026-2040	TBD ⁹	\$169,495	\$89,952	\$259,447
Total	\$37,660	\$278,861	\$132,382	\$448,903

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

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

Table 7-2: Funds Available for New Roadway Projects

New Roadway Project Revenue (\$1,000)			
Time Period	Federal	Local / State	Total Revenues
2016-2025	\$0	\$47,280	\$47,280
2026-2040	TBD ¹⁰	\$113,236	\$113,236
Total	\$0	\$160,516	\$160,516

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

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

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

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

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

Total Available Roadway Funds (\$1,000)				
Time Period	Federal	State	Local	Total Revenues
2016-2025	\$37,660	\$109,366	\$42,430	\$189,456
2026-2040	TBD ¹⁴	\$169,495	\$89,952	\$259,447
Total	\$37,660	\$278,861	\$132,382	\$448,903

Committed Costs

Committed projects are defined to include those projects currently programmed or now under construction. The first step in identifying the amount of funds available for new construction was to subtract the cost of these projects from the estimated total revenues from 2016 through 2040. A number of major projects have been programmed for the Grand Island area. Many of the committed projects are being completed by NDOR utilizing federal funding from a number of sources. The specific construction year and funding by source can be found in the GIAMPO Transportation Improvement Programs (TIP) 2016-2020, 2018-2022, and 2019-2023.

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

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Table 9-2: Committed Project Cost

Committed Project Cost (\$1,000)				
Time Period	Federal	State	Local	Total Costs
2016-2025	\$37,660	\$36,598	\$5,709	\$79,967

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

Operation & Maintenance & Reconstruction Costs

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

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

Table 9-3: Operation and Maintenance Budget

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

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

Table 9-4: Available Roadway Revenue

Available New Project Revenue (\$1,000)			
Time Period	Federal	Local / State	Total Revenue
2016-2025	\$0	\$47,280	\$47,280
2026-2040	TBD ¹⁵	\$113,236	\$113,236
Total	\$0	\$160,516	\$160,516

9.2 Project Priority Process

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

Project Evaluation

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

Public Input

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

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

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

Table 9-5: Fiscally Constrained Project Plan

Grand Island Area MPO Transportation Improvement Program FY 2016-2020 / FY 2018-2022 / FY 2019-2023										
State ID	Project Name	Project Description	A/Q Status	Length (SLM)	Total Project Est.	Phase	YOE	Fund Type	Fund Description	TIP Estimate by Phase Amount (\$1,000)
41704	US-281 West, Grand Island	4 lane divided roadway on new alignment US-30 from 1.4 mi west of Grand Island to 0.4 mi west of US-281, Begin Ramp - 308.64	Exempt	3.9 mi	\$30,693	PE	2018	City	Grand Island	\$158
						PE	2018	State	Build Nebraska	\$2,096
						ROW	2019	City	Grand Island	\$508
						ROW	2019	State	Build Nebraska	\$3,863
						Const/CE	2019	City	Grand Island	\$1,525
						Const/CE	2019	State	Build Nebraska	\$22,543
42674	Platte River - Phillips	Mill, concrete repair, resurface 4-lane dual roadway and shoulders, bridge repair I-80 from Platte River west of Grand Island to Phillips, Beginning RP - 310.88	Exempt	7.7 mi	\$12,708	PE	2017	State	NDOR	\$45
						Const/CE	2018	NHPP	National Highway Performance Program	\$11,396
						Const/CE	2018	State	NDOR	\$1,267

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State ID	Project Name	Project Description	A/Q Status	Length (SLM)	Total Project Est.	Phase	YOE	Fund Type	Fund Description	TIP Estimate by Phase Amount (\$1,000)
						PE	2015	State	NDOR	\$779
						Const/CE	2017	City	Grand Island	\$3,126
		Resurf existing roadway & US-281/N-2 ramps, concrete repair, bridge repair, add subdrains				Const/CE	2017	NHPP	National Highway Performance Program	\$11,450
		US-281 from Old US-30 Viaduct over UPRR, North to 1.8 mi South of Howard County Line				Const/CE	2017	SFTY	Nation Safety Improve. Program	\$585
42690	In Grand Island & North	Beginning RP - 68.90	Exempt	9.6 mi	\$18,707	Const/CE	2017	State	NDOR	\$2,767
						PE	2016	State	NDOR	\$39
						Const/CE	2017	EM	Earmark	\$355
		Deploy automated gate systems and CCTV Cameras				Const/CE	2017	NHPP	National Highway Performance Program	\$949
42773	Grand Island - WACO	Several I-80 interchanges in District 4	Exempt	0	\$1,537	Const/CE	2017	State	NDOR	\$194
						PE	2019	State	NDOR	\$227
						ROW	2021	State	NDOR	\$5
						Const/CE	2022	Local	Grand Island National Highway Performance Program	\$60
		3-bridge repair/overlays, sealing, new approach, slabs, mill, resurface roadway				Const/CE	2022	NHPP		\$3,420
42776	In Grand Island Bridges	Three US-30 Bridges in Grand Island (Jct US-30/US-281/N-2 bridge and Old Lincoln Hwy to Grand St), Beginning RP - 313.66	Exempt	0	\$4,648	Const/CE	2022	State	NDOR	\$936

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State ID	Project Name	Project Description	A/Q Status	Length (SLM)	Total Project Est.	Phase	YOE	Fund Type	Fund Description	TIP Estimate by Phase Amount (\$1,000)
						PE	2016	SFTY	Nation Safety Improve. Program	\$100
						PE	2016	Local	Grand Island	\$10
		Reconfigure Stolley Park Road to 3,4 and 5 lane sections - FHWA Road Diet Initiative				Const./CE	2017	SFTY	Nation Safety Improve. Program	\$1,115
42812	Grand Island - Stolley Park Reconfiguration	From Webb Road to S. Locust St	Exempt	2.04 mi	\$1,349	Const./CE	2017	Local	Grand Island	\$124
						PE	2016	State	NDOR	\$1
						Const/CE	2016	State	NDOR	\$111
42828	District 4 - Districtwide striping	Install durable pavement markings	Exempt	0	\$1,110	Const/CE	2016	SFTY	Nation Safety Improve. Program	\$998
	Transit Needs Analysis	Feasibility Study to identify Transit Needs	Exempt		\$125		2016	FTA	Sec. 5307	\$100
							2016	Local	Grand Island	\$25

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A Long-range Transportation Plan FOR GRAND ISLAND

State ID	Project Name	Project Description	A/Q Status	Length (SLM)	Total Project Est.	Phase	YOE	Fund Type	Fund Description	TIP Estimate by Phase Amount (\$1,000)
						PE	2019	State	NDOR	\$53
						ROW	2020	State	NDOR	\$10
						Const/CE	2021	Local	Grand Island National Highway Performance Program	\$198
						Const/CE	2021	NHPP		\$7,292
42787	Cairo - Grand Island	Resurfacing N-2 from Cairo southeast to US-281 in Grand Island, Begin RP - 343.73	Exempt	12.3 mi	\$9,215	Const/CE	2021	State	NDOR	\$1,662
									Total	\$80,092

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

GIAMPO Project Listing 2021-2025								
Project ID	Project Name	Project Description	From	To	Jurisdiction	Total Cost (\$1,000) Current Year	Total Cost (\$1,000) Future Year	Available Fiscal Constrained (\$1,000)
2016 - 2025								\$47,280
	Intersection Improvements	Improvements at various intersections	Various	Various	Grand Island	\$3,500	\$4,606	\$42,674
B-3a	Stuhr Road	Widen to 3 lanes	US-30	BNSF RR	Grand Island	\$9,656	\$12,707	\$29,967
B-2a	Old Potash Highway	Widen to 5 lanes	Claude Road	Webb Road	Grand Island	\$4,307	\$5,668	\$24,299
B-8	Husker Highway	Widen to 3 lanes	US-281	North Road	Grand Island	\$4,947	\$6,510	\$17,789
B-7	Stolley Park Road	Widen to 3 lanes	Fair Ground Entrance	Stuhr Road	Grand Island	\$2,183	\$2,872	\$14,917
B-1a	Capital Avenue	Widen to 5 lanes	Broadwell Avenue	BNSF RR/Oak Street	Grand Island	\$3,438	\$4,524	\$10,393
B-6	13th Street	Widen to 3 lanes	West of US-281	Independence Avenue	Grand Island	\$4,193	\$5,517	\$4,876
Total 2021-2025:						\$32,224	\$42,404	\$4,876

Table 9-5 Fiscally Constrained Project Plan (Continued)

GIAMPO Project Listing 2026-2040								
Project ID	Project Name	Project Description	From	To	Jurisdiction	Total Cost (\$1,000) Current Year	Total Cost (\$1,000) Future Year	Available Fiscal Constrained (\$1,000)
2026-2040								\$118,112*
B-4	North Road	Widen to 3 lanes	Highway 2	Old Potash Highway	Grand Island	\$11,081	\$14,582	\$103,530
	Intersection Improvements	Improvements at various intersections	Various	Various	Grand Island	\$3,764	\$7,332	\$96,198
2	Stuhr Bridges over BNSF and UPRR	Engineering			Grand Island	\$2,048	\$3,989	\$92,209
	Stuhr Road	Widen to 3 lanes	BNSF RR	US-34	Grand Island	\$9,656	\$18,809	\$73,400
B-1b	Capital Avenue	Widen to 3 lanes	BNSF RR/Oak Street	St Paul Road	Grand Island	\$1,781	\$3,470	\$69,930
B-1c	Capital Avenue	Widen to 3 lanes	Dairy Queen	Engleman Road	Grand Island	\$5,700	\$11,103	\$58,827
B-2b	Old Potash Highway	Widen to 3 lanes	Engleman Road	Claude Road	Grand Island	\$5,269	\$10,264	\$48,563
4	Broadwell over UPRR and Broadwell Extension	Broadwell Avenue Widening (5-lane)	Faidley Avenue	Third Street	Grand Island	\$3,900	\$7,597	\$40,966
5		Broadwell UPRR bridge				\$13,000	\$25,323	\$15,643
6		Broadwell Extension (3-lane)	Anna Street	Adams Street		\$4,900	\$9,545	\$6,098
11	13th St. – 10th St. Connector	Reconstruct	W 13th Street	10th Street	Grand Island	\$600	\$1,169	\$4,929
Total 2026-2040						\$61,699	\$113,183	\$4,929

*Note: includes \$4,876 of FY2016-2025 carryover plus forecast \$113,236.

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Table 9-6: Illustrative Project Plan

GIAMPO Illustrative Projects								
Project ID	Project Name	Project Description	From	To	Jurisdiction	Total Cost (\$1,000) Current Year	Total Cost (\$1,000) Future Year	Available Fiscal Constrained (\$1,000)
Illustrative Project 2040+								\$4,929
B-5	Swift Road	New 2-lane road	Talc Road	Shady Bend Road	Grand Island	\$3,150	5,209	
7	North Road and UPRR Bridge	Widen to 3 lanes; new 2-lane bridge	Old Potash Hwy	Husker Hwy	Grand Island	\$16,200	\$26,776	
9	Broadwell over BNSF	Widen to 5 lanes	Capital Avenue	Airport Road	Grand Island	\$14,300	\$23,636	
		Realign Old Highway 2 to connect Custer Avenue;						
		New 4-lane bridge						
3	Eddy Street Extension	New 2-lane Road	Phoenix Avenue	Locust Street	Grand Island	\$3,300	\$5,454	
12	Alda Road and UPRR Bridge	New 2-lane bridge	Apollo Street	Hwy 30	Grand Island	\$11,300	\$18,677	
15	East Bypass (5-lanes)	5-lane Stolley Park Road *	Locust Street	Stuhr Road	Grand Island	\$2,500	\$4,132	
		5-Lane Stuhr Road / Sky Park Road *	US-34	Capital Avenue		\$11,875	\$19,628	
		5-lane Husker Hwy	US-281	Stuhr Road		\$18,750	\$30,991	
		5-lane Captial Avenue	BNSF RR/Oak Street	Sky Park Road		\$20,375	\$33,677	
16	East Bypass US-281 to I-80	4-lane Expressway	I-80	US 281	Grand Island	\$78,750	\$130,162	
2	Stuhr Road bridge over UPRR	New 4-lane bridges	Highway 30	4th Street	Grand Island	\$15,952	\$26,366	
	Stuhr Road bridge over BNSF	New 4-lane bridge			Grand Island	\$11,000	\$18,181	

*expand 3-lane to 5-lane