



GIAMPO – Technical Advisory Committee

Monday, October 17, 2016

**10:00 am @ City Hall - Community Meeting Room
100 E 1st Street, Grand Island, NE 68801**

AGENDA

1. Call to Order
This is a public meeting subject to the open meetings laws of the State of Nebraska. The requirements for an open meeting are posted on the wall in this room and anyone that wants to find out what those are is welcome to read through them.
2. Roll Call
3. Approval of Minutes from the August 8, 2016 Technical Advisory Committee
4. Approval Recommendation of Final Draft Long Range Transportation Plan (LRTP)
Amendment No. 1
5. Approval Recommendation of Final Draft Transportation Improvement Program (TIP)
Amendment No. 2
6. Approval Recommendation of Final Draft ADA Self-Evaluation and Transition Plan
7. 2017 GIAMPO Meeting Schedule
8. Next Meeting
9. Adjournment

***Special Accommodations:** Please notify the City of Grand Island at 308-385-5444, by October 13, 2016 if you require special accommodations to attend this meeting (i.e., interpreter services, large print, reader, hearing assistance).*

Technical Advisory Committee

Monday, October 17, 2016

Regular Session

Item H1

Approval of Minutes from the August 8, 2016 Technical Advisory Committee

Staff Contact: Chad Nabity, Regional Planning Director

**GRAND ISLAND AREA METROPOLITAN PLANNING ORGANIZATION (GIAMPO)
TECHNICAL ADVISORY COMMITTEE (TAC) MINUTES**

August 8, 2016 at 10:00 am

Grand Island City Hall – Community Meeting Room

100 E 1st Street, Grand Island, NE 68801

Voting Members in Attendance:

Terry Brown, City of Grand Island, Assistant Public Works Director	Present
John Collins, City of Grand Island, Public Works Director	Present
Marlan Ferguson, City of Grand Island, City Administrator	Present
Chad Nabity, Hall County Regional Planning Director	Present
Casey Sherlock, Hall County Public Works Director	Present
Mike Meyer, Merrick County Hwy Superintendent	Absent
Wes Wahlgren, NDOR District 4 Engineer	Present
Brad Zumwalt, NDOR Highway Planning Manager	Present
Ramona Schafer, Village of Alda	Present

Non-Voting Members in Attendance:

Bentley Tomlin, Burling Northern Santa Fe Railroad	Absent
Mike Olson, Central NE Regional Airport	Absent
Allan Zafft, City of Grand Island MPO Program Manager	Present
Shannon Callahan, City of Grand Island Street Superintendent	Absent
Renae Griffiths, City of Grand Island Finance Director	Present
William Clingman, City of Grand Island Asst. Finance Director	Present
Catrina DeLosh, City of Grand Island Public Works Admin Assistant	Present
Tim Golka, City of Grand Island Project Manager	Absent
Jerry Janulewicz, City of Grand Island City Attorney	Absent
Nicki Stoltenberg, City of Grand Island Assistant to the City Administrator	Present
Erich Hines, FHWA, Transportation Planner, Realty Civil Rights	Absent
Justin Luther, FHWA, Transportation Planner, Realty, Civil Rights	Absent
Mark Bechtel, FTA Community Planner	Absent
Logan Daniels, FTA – Region VII	Absent
Daniel Nguyen, FTA Community Planner	Absent
Cindy Johnson, Grand Island Area Chamber of Commerce	Absent
Mary Berlie, Grand Island Area Economic Development Corporation	Present
Larry Legg, NDOR Local Projects Engineer	Absent
Kaine McClelland, NDOR State Modeler	Absent
Noel Salac, NDOR Planning & Locational Studies Section Head	Absent
Jeff Soula, NDOR Local Projects Urban Engineer	Absent
Kyle Nodgaard, Union Pacific Railroad	Absent
Kelli O'Brien, Union Pacific Railroad	Absent

Others in Attendance: Amy Houser – Central District Health Department

Call to Order

Nabity called the meeting to order at 10:01 am. The Nebraska Open Meetings Act was acknowledged.

Roll Call

Roll call was taken.

Approval of Minutes from the April 26, 2016 Technical Advisory Committee

Motion by Wahlgren to approve the minutes of the June 13, 2016 meeting, seconded by Brown. Upon voice vote, all voted aye. Motion adopted.

Metropolitan Planning Organization Program Manager Introduction

Allan Zafft, whom began his employment on July 18, 2016, was introduced to the committee; with members present also introducing themselves. Zafft has 15 years of transportation planning in the public and private sectors and has most recently worked with a consultant. Most of his career was spent with the Missouri Department of Transportation (MoDOT) managing federal fund requirements for LPA projects, serving as a liaison for the Kansas City MPO and regional planning commissions, and managing planning studies.

Approval Recommendation of Transportation Improvement Program (TIP) Amendment No. 1

Zafft informed the committee that it is necessary to amend the FY 2016-2020 Transportation Improvement Program (TIP) to allow for the addition of two (2) projects. The 5311 funds for rural areas can't be used in urban areas; therefore 5307 funds relating to transit operations for 2016, 2017 & 2018 in the urban areas is being added, as well as the use of 5311 rural funds for transit operations, which was recommended by Federal Transportation Administration (FTA). This amendment is holding up the 5307 grant application (transit operations) with FTA. A fifteen (15) day public comment period for this amendment began on August 3, 2016.

Motion by Collins to approve the recommendation of Transportation Improvement Program (TIP) Amendment No. 1, seconded by Brown. Upon voice vote, all voted aye. Motion adopted.

Complete Streets Policy

Brown noted this is an informal policy & design, which has been popular with the Complete Street Committee whom has been looking at this since February. This type of policy aids in safe travel for all modes of transportation and provides consistency for developers. Brown & Nabity both stated the policy is being edited currently and will be brought to TAC, Policy Board and City Council for recommendation and approval. Zumwalt noted flexibility is good, as urban and rural areas have different needs. Amy Houser stated this is to achieve mutual safety goals, as the committee wants to improve walking and biking. It is anticipated that a policy will be in place by December of this year.

Federal-Aid Urban Area Boundary Update

Collins informed the committee that this is to update the functional classification of streets within City limits, not the MPO boundary. Boundary changes (annexations) changed the classifications, which is not always the case for an update. This boundary update is scheduled to be presented to City Council at their August 9, 2016 meeting. Brown noted that staffing changes within the Nebraska Department of Roads office prompted the update; more consistency is being sought with cleaning up the map. Collins also noted this boundary update does affect planning.

Next Meeting Date

The next Meeting of the TAC will be on October 17, 2016 at 10:00 am.

Adjournment

There being no further business, Nabity adjourned the meeting at 10:32 am.

Technical Advisory Committee

Monday, October 17, 2016

Regular Session

Item H2

Approval Recommendation of Final Draft Long Range Transportation Plan (LRTP) Amendment No. 1

In April 2016, the GIAMPO Policy Board approved the Journey 2040, the Grand Island metropolitan region's Long Range Transportation Plan (LRTP). It is a blueprint that describes how the region will invest in its multimodal transportation system over the next 25 years. The GIAMPO amends the LRTP to accommodate changes to projects in the LRTP. The proposed Amendment No. 1 to the LRTP adjusts the anticipated project costs for one (1) Nebraska Department of Roads project and adjusts the fiscal constraint of the plan to include additional anticipated federal revenue. This project adjustment will modify the programming of two (2) Grand Island projects. Amendment No.1 requires modifications (shown in red) in Chapter 7 – Financial Plan and Chapter 9 – Recommended Plan of the LRTP.

Staff Contact: Allan Zafft, MPO Program Manager

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

Total Available Roadway Funds (\$1,000)				
Time Period	Federal	State	Local	Total Revenues
2016-2025	\$24,836	\$109,366	\$42,430	\$176,632
2026-2040	TBD ⁹	\$169,495	\$89,952	\$259,447
Total	\$24,836	\$278,861	\$132,382	\$436,079

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	\$55,117	\$55,117
2026-2040	TBD ¹⁰	\$113,236	\$113,236
Total	\$0	\$168,353	\$168,353

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	\$24,836	\$109,366	\$42,430	\$176,632
2026-2040	TBD ¹⁴	\$169,495	\$89,952	\$259,447
Total	\$24,836	\$278,861	\$132,382	\$436,079

Committed Costs

Committed projects are defined to include those projects currently programmed or now under construction. The first step in identifying the amount of funds available for new construction was to subtract the cost of these projects from the estimated total revenues from 2016 through 2040. A number of major projects have been programmed for the Grand Island area. Many of the committed projects are being completed by NDOR utilizing federal funding from a number of sources. The specific construction year and funding by source can be found in the GIAMPO Transportation Improvement Program (TIP) 2016-20.

Between 2016 and 2020, 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 \$59 million.

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

Table 9-2: Committed Project Cost

Committed Project Cost (\$1,000)				
Time Period	Federal	State	Local	Total Costs
2016-2025	\$24,836	\$29,823	\$4,647	\$59,306

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	\$55,117	\$55,117
2026-2040	TBD ¹⁵	\$113,236	\$113,236
Total	\$0	\$168,353	\$168,353

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										
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	Construct 4-Lane Divided Highway US-30, from US 281 in Grand Island West to City Limits - Beg RP 309.15	Exempt	3.5 mi	\$25,978	PE	2016	City	Grand Island	\$115
						PE	2016	State	Build Nebraska	\$1,735
						ROW	2018	City	Grand Island	\$10
						ROW	2018	State	Build Nebraska	\$2,129
						Const/CE	2020	City	Grand Island	\$1,262
						Const/CE	2020	State	Build Nebraska	\$20,727
42674	Platte River - Phillips	Mill, Concrete repair, resurface 4-lane dual Roadway and Shoulders, Bridge repair I-80 from Platte River west of Grand to Phillips, Beginning RP 310.88	Exempt	7.7 mi	\$8,144	PE	2017	State	NDOR	\$31
						ROW	2018	State	NDOR	\$1
						Const/CE	2019	NHPP	National Highway Performance Program	\$7,300
						Const/CE	2019	State	NDOR	\$812

State ID	Project Name	Project Description	A/Q Status	Length (SLM)	Total Project Est.	Phase	YOE	Fund Type	Fund Description	TIP Estimate by Phase Amount (\$1,000)
42690	In Grand Island & North	Resurf existing roadway & US-281/N-2 ramps, concrete repair, brdge repair, add subdrains US-281 from Old US-30 Viaduct over UPRR, North to 1.8 mi South of Howard County Line Beginning RP - 68.90	Exempt	9.6 mi	\$18,707	PE	2015	State	NDOR	\$779
						Const/CE	2017	City	Grand Island	\$3,126
						Const/CE	2017	NHPP	National Highway Performance Program	\$11,450
						Const/CE	2017	SFTY	Nation Safety Improve. Program	\$585
Const/CE	2017	State	NDOR	\$2,767						
42773	Grand Island - WACO	Deploy automated gate systems and COTV Cameras Several I-80 interchanges in District 4	Exempt	0	\$1,094	PE	2016	State	NDOR	\$39
						Const/CE	2017	ITS	Intelligent Transportation Systems	\$949
						Const/CE	2017	State	NDOR	\$106
42776	In Grand Island Bridges	Bridge repair/overlay,sealing, approach slabs Three Bridges in Grand Island Beginning NP 312.93	Exempt	0	\$2,924	Const/CE	2018	NHPP	National Highway Performance Program	\$2,339
						Const/CE	2018	State	NDOR	\$585

State ID	Project Name	Project Description	A/Q Status	Length (SLM)	Total Project Est.	Phase	YOE	Fund Type	Fund Description	TIP Estimate by Phase Amount (\$1,000)
42812	Grand Island-Stolley Park Reconfiguration	Reconfigure Stolley Park Road to 3,4 and 5 lane sections - FHWA Road Diet Initiative From Webb Road to S. Locust St	Exempt	2.04 mi	\$1,349	PE	2016	SFTY	Nation Safety Improve. Program	\$100
						PE	2016	Local	Grand Island Nation Safety Improve. Program	\$10
						Const./CE	2017	SFTY	Nation Safety Improve. Program	\$1,115
						Const./CE	2017	Local	Grand Island	\$124
42828	District 4 - Districtwide striping	Install durable pavement markings	Exempt	0	\$1,110	PE	2016	State	NDOR	\$1
						Const/CE	2016	State	NDOR	\$111
						Const/CE	2016	SFTY	Nation Safety Improve. Program	\$998
	Transit Needs Analysis	Feasibility Study to identify Transit Needs	Exempt		\$125			FTA	Sec. 5307	\$100
							2016	Local	Grand Island	\$25
Total										\$59,431

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								\$55,117
	Intersection Improvements	Improvements at various intersections	Various	Various	Grand Island	\$3,500	\$4,606	\$50,511
B-3a	Stuhr Road	Widen to 3 lanes	US-30	BNSF RR	Grand Island	\$9,656	\$12,707	\$37,804
B-2a	Old Potash Highway	Widen to 5 lanes	Claude Road	Webb Road	Grand Island	\$4,307	\$5,668	\$32,136
B-8	Husker Highway	Widen to 3 lanes	US-281	North Road	Grand Island	\$4,947	\$6,510	\$25,626
B-7	Stolley Park Road	Widen to 3 lanes	Fair Ground Entrance	Stuhr Road	Grand Island	\$2,183	\$2,872	\$22,754
B-1a	Capital Avenue	Widen to 5 lanes	Broadwell Avenue	BNSF RR/Oak Street	Grand Island	\$3,438	\$4,524	\$18,230
B-6	13th Street	Widen to 3 lanes	West of US-281	Independence Avenue	Grand Island	\$4,193	\$5,517	\$12,713
Total 2021-2025						\$32,224	\$42,404	\$12,713

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								\$125,949*
B-4	North Road	Widen to 3 lanes	Highway 2	Old Potash Highway	Grand Island	\$11,081	\$14,582	\$111,367
	Intersection Improvements	Improvements at various intersections	Various	Various	Grand Island	\$3,764	\$7,332	\$97,032
2	Stuhr Bridges over BNSF and UPRR	Engineering			Grand Island	\$2,048	\$3,989	\$93,043
B-3b	Stuhr Road	Widen to 3 lanes	BNSF RR	US-34	Grand Island	\$9,656	\$18,809	\$74,234
B-1b	Capital Avenue	Widen to 3 lanes	BNSF RR/Oak Street	St Paul Road	Grand Island	\$1,781	\$3,470	\$70,764
B-1c	Capital Avenue	Widen to 3 lanes	Dairy Queen	Engleman Road	Grand Island	\$5,700	\$11,103	\$59,661
B-2b	Old Potash Highway	Widen to 3 lanes	Engleman Road	Claude Road	Grand Island	\$5,269	\$10,264	\$49,397
B-5	Swift Road	New 2-lane road	Talc Road	Shady Bend Road	Grand Island	\$3,150	\$6,136	\$43,261
4	Broadwell over UPRR and Broadwell Extension	Broadwell Avenue Widening (5-lane)	Faidley Avenue	Third Street	Grand Island	\$3,900	\$7,597	\$35,664
5		Broadwell UPRR bridge				\$13,000	\$25,323	\$10,341
6		Broadwell Extension (3-lane)	Anna Street	Adams Street		\$4,900	\$9,545	\$796
Total 2026-2040						\$53,768	\$104,735	\$796

*Note: includes \$12,713 of FY2016-2025 carryover plus forecast \$113,236.

Table 9-6: Illustrative Project Plan

GIAMPO Illustrative Projects								
Project ID	Project Name	Project Description	From	To	Jurisdiction	Total Cost (\$1,000) Current Year	Total Cost (\$1,000) Future Year	Available Fiscal Constrained (\$1,000)
Illustrative Project 2040+								\$796
11	13th St. – 10th St. Connector	Reconstruct	W 13th Street	10th Street	Grand Island	\$600	\$992	
7	North Road and UPRR Bridge	Widen to 3 lanes; new 2-lane bridge	Old Potash Hwy	Husker Hwy	Grand Island	\$16,200	\$26,776	
9	Broadwell over BNSF	Widen to 5 lanes	Capital Avenue	Airport Road	Grand Island	\$14,300	\$23,636	
		Realign Old Highway 2 to connect Custer Avenue;						
		New 4-lane bridge						
3	Eddy Street Extension	New 2-lane Road	Phoenix Avenue	Locust Street	Grand Island	\$3,300	\$5,454	
12	Alda Road and UPRR Bridge	New 2-lane bridge	Apollo Street	Hwy 30	Grand Island	\$11,300	\$18,677	
15	East Bypass (5-lanes)	5-lane Stolley Park Road *	Locust Street	Stuhr Road	Grand Island	\$2,500	\$4,132	
		5-Lane Stuhr Road / Sky Park Road *	US-34	Capital Avenue		\$11,875	\$19,628	
		5-lane Husker Hwy	US-281	Stuhr Road		\$18,750	\$30,991	
		5-lane Captial Avenue	BNSF RR/Oak Street	Sky Park Road		\$20,375	\$33,677	
16	East Bypass US-281 to I-80	4-lane Expressway	I-80	US 281	Grand Island	\$78,750	\$130,162	
2	Stuhr Road bridge over UPRR	New 4-lane bridges	Highway 30	4th Street	Grand Island	\$15,952	\$26,366	
	Stuhr Road bridge over BNSF	New 4-lane bridge			Grand Island	\$11,000	\$18,181	

*expand 3-lane to 5-lane

Technical Advisory Committee

Monday, October 17, 2016

Regular Session

Item H3

Approval Recommendation of Final Draft Transportation Improvement Program (TIP) Amendment No. 2

The Transportation Improvement Program (TIP) is the region's short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next five year period. The GIAMPO amends the TIP to accommodate changes to projects in the TIP. The proposed Amendment No. 2 to the TIP adjusts the anticipated project costs for one (1) Nebraska Department of Roads project to ensure consistency between the LRTP and TIP.

Staff Contact: Allan Zafft, MPO Program Manager

**Grand Island Area Metropolitan Planning Organization (GIAMPO)
 Transportation Improvement Program
 Fiscal Years 2016 - 2020
 Amendment No. 2**

Project or State ID: 42690 **Sponsor:** NDOR **District:** 4 **Highway:** US-281

Project No.: NH-HSIP-281-2(127) **A/Q: Status:** Exempt **Length (SLM):** 9.6 mi

Project Name: In Grand Island & North

Project Description / Primary Work Type Category / Termini: Resurf existing roadway & US-281/N-2 ramps, concrete repair, brdge repair, add subdrains US-281 from Old US-30 Viaduct over UPRR, North to 1.8 mi South of Howard County Line Beginning RP - 68.90

Amendment Description: Updated budget to reflect latest estimates.

Phase	Year of Expenditure	Fund Type	Fund or Obligation Description	TIP Estimate by Phase Amount (\$1,000)
PE	2015	State	NDOR	\$779
Const./CE	2017	City	Grand Island	\$3,126
Const./CE	2017	NHPP	National Highway Performance Program	\$11,450
Const./CE	2017	HSIP	Highway Safety Improvement Program	\$585
Const./CE	2017	State	NDOR	\$2,767
Federal Total: \$12,035		Non-Federal Total: \$6,672		Total: \$18,707

TRANSPORTATION IMPROVEMENT PROGRAM

Financial Plan Update

Approval of Amendment No. 2 to the Fiscal Years 2016-2020 Transportation Improvement Program (TIP) will require financial constraint table from the Fiscal Years 2016-2020 TIP to be modified as follows:

**GRAND ISLAND AREA METROPOLITAN PLANNING ORGANIZATION (GIAMPO)
TRANSPORTATION IMPROVEMENT PROGRAM
Fiscal Years 2016-2020
Financial Constraint Projects
(\$1,000's)**

	Fiscal Year					Total
	2016	2017	2018	2019	2020	
Federal Highway Administration						
National Highway Performance Program	\$0	\$12,399	\$2,339	\$7,300	\$0	\$22,038
Highway Safety Improvement Program	\$1,098	\$1,700	\$0	\$0	\$0	\$2,798
Nebraska Department of Roads	\$1,886	\$3,003	\$2,715	\$811	\$20,727	\$29,142
City of Grand Island	\$125	\$3,250	\$10	\$0	\$1,262	\$4,647
	\$3,109	\$20,352	\$5,064	\$8,111	\$21,989	\$58,625

	Fiscal Year					Total
	2016	2017	2018	2019	2020	
Federal Transit Administration						
Section 5307	\$405	\$317	\$330	\$0	\$0	\$1,052
Section 5311	\$18	\$19	\$19	\$0	\$0	\$56
Nebraska Department of Roads	\$6	\$6	\$6	\$0	\$0	\$18
City of Grand Island	\$330	\$317	\$330	\$0	\$0	\$977
Hall County	\$6	\$6	\$6	\$0	\$0	\$18
	\$765	\$665	\$691	\$0	\$0	\$2,121

NOTE: The financial table above illustrates the identified funding for the projects included in the tables for FY 2016-2020.

Project # 42690 had PE done in FY 2015, this is not reflect in the Financial Constraint Table for \$779

Technical Advisory Committee

Monday, October 17, 2016

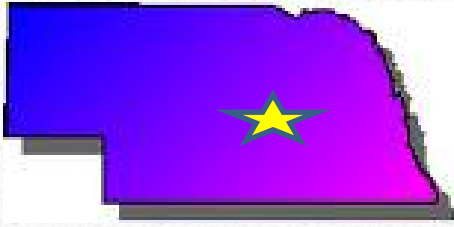
Regular Session

Item H4

Approval Recommendation of Final Draft ADA Self-Evaluation and Transition Plan

In April 2016, the GIAMPO Policy Board approved the Certification of the Urban Transportation Planning Process for the Grand Island Area Metropolitan Planning Organization. The certification indicated that a ADA Self-Evaluation and Transition Plan is scheduled for adoption by November 22, 2016, so the GIAMPO will meet the provisions of the American with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR. Parts 27, 37, and 38. The proposed ADA Self-Evaluation and Transition Plan for the GIAMPO was developed in accordance with the Americans with Disabilities Act of 1990 and Section 504 of the Rehabilitation Act of 1973.

Staff Contact: Allan Zafft, MPO Program Manager



Grand Island Area Metropolitan Planning Organization (GIAMPO)

Title II of Americans with Disabilities Act of 1990 and Section 504 of the Rehabilitation Act of 1973 Self-Evaluation and Transition Plan

The preparation of this document has been financed in part through funds from the Federal Highway Administration, Federal Transit Administration, the U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23 U.S. Code, and Nebraska Department of Roads. The contents of this document do not necessary reflect the official views or policy of the U.S. Department of Transportation.

October 7, 2016 – DRAFT FOR REVIEW AND COMMENTS

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About the Grand Island Area Metropolitan Planning Organization

The Grand Island Area Metropolitan Planning Organization (GIAMPO), established in 2013, and serves as the formal transportation planning body for the greater Grand Island, Nebraska metropolitan area, carrying out the intent of 23 CFR 450. The Governor of Nebraska designated the GIAMPO as the official metropolitan planning organization (MPO) for the Grand Island Urbanized Area, as defined by the U.S. Bureau of the Census (U.S. Census Bureau).

Federal regulations require that each urbanized area, as a condition to receive any federal capital or operating assistance, have a continuing, cooperative, and comprehensive (3-C) transportation planning process. The GIAMPO is designated to carry out the 3-C process which results in transportation plans and programs that are consistent with the comprehensively planned development of the Grand Island metropolitan area.

The GIAMPO's structure is formed by two designated committees – Technical Advisory Committee (TAC) and Policy Committee. The TAC is a staff-level committee, which provides technical support and recommendations to the Policy Board. The Policy Board is the decision-making body comprised mainly of local elected officials and a representative from the Nebraska Department of Roads.

The City of Grand Island's City Engineer/Public Works Director serves as the MPO Director, with MPO staff reporting to the Engineering Division of the Public Works Department. At this time the MPO Program Manager is the only staff member, receiving support from others in the Public Works and Planning Departments. Therefore, references to the GIAMPO in this document will also refer to the City of Grand Island unless otherwise noted.

Metropolitan Planning Area

The GIAMPO is responsible for transportation planning activities within a geographic area identified as the Metropolitan Planning Area (MPA). The GIAMPO's MPA is comprised of the City of Grand Island, Village of Alda, portions of Hall County, and a portion of west Merrick County.

Introduction and Statement of Commitment

As a recipient of federal funding, the GIAMPO must comply with a variety of federal and state legislative regulations. Regarding matters of nondiscrimination on the basis of disability, the GIAMPO falls under two federal laws, the Americans with Disabilities Act of 1990, and Section 504 of the Rehabilitation Act of 1973.

The ADA prohibits discrimination on the basis of disability. Title II of ADA applies specifically to all activities of state and local governments, including metropolitan planning organizations and requires that government entities give people with disabilities equal opportunity to benefit from all of the programs, services and activities that may be offered.

As the federally designated metropolitan planning organization, the GIAMPO must adhere to the standards set forth in Title II, which include both physical accommodations (accessibility to buildings and meetings) and in policies, practices and procedures. Under Title II, the GIAMPO is required to make

reasonable accommodations in order to provide access with people who have hearing, vision or speech impairments. Likewise, the GIAMPO is required to make reasonable modification to policies, practices and procedures where necessary to avoid discrimination.

The Rehabilitation Act prohibits discrimination on the basis of disability in programs conducted by federal agencies, in programs receiving federal financial assistance, in federal employment and in the employment practices of federal contractors. The standards for determining employment discrimination under the Rehabilitation Act are the same as those used in Title I of the ADA.

Section 504 states that “no qualified individual with a disability in the United States shall be excluded from, denied the benefits of, or be subjected to discrimination under” any program or activity that receives federal financial assistance.

The GIAMPO is required to perform the following:

- Apply ADA Law
- Apply Section 504 law
- Appoint an ADA/504 Coordinator
- Provide an agency nondiscrimination statement
- Perform an agency self-evaluation
- Develop a Transition Plan
- Make auxiliary aids available for use
- Provide assurance of compliance

The GIAMPO is committed to complying with both the letter and spirit of the requirements set forth in Title II of the ADA and Section 504 of the Rehabilitation Act (hereafter ADA/504).

Methodology for Self-Evaluation

This document was developed by the GIAMPO ADA and Section 504 Compliance Coordinator, in consultation with a Compliance Team, who assisted in the physical evaluation of MPO’s premises, and in the evaluation of the GIAMPO’s policies and practices. Team members reviewed and made recommendations to the Self-Evaluation document, as well as to the separately developed Transition Plan (found in the appendix, beginning on page 11).

Mr. Marlan Ferguson – City of Grand Island City Administrator, City of Grand Island and GIAMPO ADA and Section 504 Compliance Coordinator

Ms. Nicki Stoltenberg - City of Grand Island Assistant to the City Administrator

Mr. Craig Lewis – City of Grand Island Building Inspections Director

Mr. John Collins, P.E. – City of Grand Island City Engineer/Public Works Director and GIAMPO MPO Director

Mr. Allan Zafft, AICP – GIAMPO MPO Program Manager

This Self-Evaluation is in two parts: (1) an evaluation of the GIAMPO’s policies and practices and, (2) an evaluation of the GIAMPO’s premises. This document describes the policies and procedures that the

GIAMPO uses to comply with ADA/504. In the event that deficiencies are identified, steps that will be undertaken to correct said deficiencies as detailed in the appended Transition Plan.

Public Comment for ADA Self-Evaluation and Transition Plan

In accordance with the MPO’s own policies and procedures, and in compliance with the requirements of the above-referenced legislation, the public is given a fifteen-day opportunity for review and comment of the draft ADA Self-Evaluation and Transition Plan. The public comment period is from October 20, 2016 to November 4, 2016. Notice is placed in the area newspaper and on the GIAMPO website on October 19, 2016. The draft ADA Self- Evaluation and Transition is made available to the public in accordance with the GIAMPO Public Participation Plan and at the locations listed below.

Public Works Department Office
City Hall
100 East First Street
Grand Island, NE 68801

Edith Abbott Memorial Library
211 North Washington Street
Grand Island, NE 68801

GIAMPO Website Site
<http://grand-island.com/your-government/public-works/metropolitan-planning-organization>

Evaluation of the MPO’s Policies and Procedures

Following is a description of the MPO’s policies and practices that may affect people with disabilities.

ADA and Section 504 Compliance Coordinator

The GIAMPO’s ADA and Section 504 Compliance Coordinator is charged with the following tasks:

- Collaborate and coordinate ADA/504 compliance efforts with the heads of major division and departments.
- Serve as a point of contact and liaison to the public on ADA/504 compliance issues. Contact information is provided on the City of Grand Island’s website.
- Monitor the MPO’s policies, procedures, practices and processes with respect to ADA/504 compliance.
- Oversee the filing of complaints of discrimination based on disability
- Coordinate with the Nebraska Department of Roads (NDOR) and/or the Federal Highway Administration (FHWA) on an investigation of complaint
- Monitor and update the implementation of the MPO’s ADA/504 Self-Evaluation and Transition Plan.
- Provide or coordinate the provision of requested auxiliary aids and reasonable accommodations to individuals with disabilities.
- Perform ADA/504 program, process or compliance reviews; inspect facilities for accessibility.

Public Participation

The GIAMPO's Public Participation Plan was developed and adopted in November 2015 under the requirements of Moving Ahead for Progress in the 21st Century Act (MAP-21). This act requires a metropolitan planning organization (MPO) to develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

Public Meetings and Opportunity for Comment

All meetings held by the GIAMPO are open to the public. Many GIAMPO meetings are held in the Grand Island City Hall. The meeting rooms are fully accessible.

When meetings are conducted in other venues, the GIAMPO strives to assure that the facility is accessible, externally and internally.

Individuals requiring physical or sensory accommodations including interpreter service, hearing impaired devices, large print, or recorded materials are asked to contact the City of Grand Island, 100 East First Street, Grand Island, NE (308) 385-5444, extension 140, at least 48 hours in advance of the meeting a person(s) wishes to participate in so city staff can strive to make the meetings accessible to any and all citizens of the community.

Compliant Procedures for the General Public

The GIAMPO has established a process for investigating and resolving complaints alleging disability discrimination related to the GIAMPO services, programs and its office. Regulations implementing provisions of Section 504 and Title II of the ADA can be found at 49 CFR Parts 27 and 37, and 28 CFR Part 35. The following complaint procedures are patterned after the Federal Highway Administration Procedures Manual for Processing External Complaints of Discrimination, found [here](#).

All Complaints filed with the GIAMPO are forwarded to NDOR which will forward the complaint to FHWA. FHWA will then decide which agency will investigate the complaint.

The GIAMPO's ADA and Section 504 Compliance Coordinator is responsible for overseeing the filing of complaints of discrimination based on disability.

Complaint Substance and Format

A complaint is a written or electronic statement concerning an allegation of discrimination on disability that contains a request for the receiving office to take action. Complaints should be in writing and signed and may be filed by mail, fax, or in person.

Complaints may be submitted to GIAMO as follows:

- By telephone at 308-385-5444, extension 140. The ADA and Section 504 Compliance Coordinator will talk to the complainant and obtain detailed information relating to the complaint. Information obtained from the telephone interview will be recorded in writing and read to the complainant.
- In writing to the ADA and Section 504 Compliance Coordinator, 100 East First Street, P.O. Box 1968, Grand Island, NE 68802-1968
- By fax at 308-385-5486
- In person at, 100 East First Street, Grand Island, NE 68801. Normal office hours are from 8:00 a.m. until 5:00 p.m., Monday through Friday. It is advisable to call 308-385-5444, extension 140 in advance to schedule an appointment.

A complaint must contain at least the following information:

- The complainant's name and a way to contact the complainant;
- A written explanation of what has happened;
- The basis of the complaint of discrimination by disability
- The identification of the respondent, e.g., agency/organization alleged to have discriminated;
- Sufficient information to understand the facts that led the complainant to believe that discrimination occurred; and,
- The date(s) of the alleged discriminatory act.

While the above indicates a complaint should be in writing and signed, the GIAMPO will accept complaints in alternate formats from persons with disabilities, upon request. For example, the complaint may be filed on a computer disk, by audio tape, or in Braille, or the complainant may call the agency and provide the allegations by telephone. The agency will transcribe the allegations of the complaint as provided over the telephone and send a written complaint to the complainant for signature.

Complaints in languages other than English will be translated and responded to in the language in which they were written.

The following are examples of items that are not considered complaints, unless the item contains a signed cover letter specifically asking that the GIAMPO take action concerning the allegations:

- An anonymous complaint;
- Inquiries seeking advice or information;
- Courtesy copies of court pleadings;
- Courtesy copies of complaints addressed to other local, State, or Federal agencies;
- Newspaper articles; and,
- Courtesy copies of internal grievances.

Timeframe for Filing Complaints

Complaints must be filed within 180 days of the last date of the alleged discrimination. The filing date of the complaint is the earlier of: (1) the postmark of the complaint, or (2) the date the complaint is received by any office authorized to receive complaints.

An extension may be granted under any of the following circumstances:

- The complainant could not reasonably be expected to know the act was discriminatory within the 180-day period, and the complaint was filed within 60 days after the complainant became aware of the alleged discrimination;
- The complainant was unable to file a complaint because of incapacitating illness or other incapacitating circumstances during the 180-day period, and the complaint was filed within 60 days after the period of incapacitation ended;
- The complainant filed a complaint alleging the same discriminatory conduct within the 180-day period with another Federal, State or local civil rights enforcement agency, and filed a complaint with DOT within 60 days after the other agency had completed its investigation or notified the complainant that it would take no further action;
- The complainant filed, within the 180-day period, an internal grievance alleging the same discriminatory conduct that is the subject of the DOT complaint, and the complaint is filed no later than 60 days after the internal grievance is concluded;
- Unique circumstances generated by DOT action have adversely affected the complainant; or
- The discriminatory act is of a continuing nature.

Some complaints will be referred to the GIAMPO by other agencies. In the event the referring agency has possessed the complaint for an inordinately long period of time and the complainant filed his or her complaint with that agency within the 180-day timeframe the GIAMPO will automatically grant an extension.

Processing and Investigating Complaints

Upon initial receipt, a complaint will always be date stamped by the receiving office, or the date of receipt will otherwise be recorded. The date of receipt by the receiving office is crucial for determining timeliness.

The complaint will be reviewed within 10 calendars days of receipt to determine whether it contains all the necessary information required for acceptance. If the complaint is complete and no additional information is needed, the complainant will be sent a letter of acceptance. If the complaint is incomplete, the complainant will be contacted in writing or by telephone to obtain the additional information. The complainant will be given 15 calendars days to respond to the request for additional information.

A request for information will be mailed to the respondent, along with a copy of the complaint, upon acceptance of the complaint.

The investigation will be confined to the issues and facts relevant to the allegations in the complaint, unless evidence shows the need to extend the issues. The standard of proof applied in making a determination of noncompliance will be one of preponderance of evidence. The preponderance of evidence as a standard of proof in civil cases is evidence which is of greater weight or more convincing than the evidence which is offered in opposition to it.

An investigative report will be maintained which documents activity related to the complaint. The investigative report will contain, at minimum:

- The identity of each complainant and each respondent, including contact information;
- The nature and basis of the complaint;
- Copies of all requests for information, along with responses to the requests;
- A log of all important dates relevant to the complaint, including, but not limited to, the date that the complaint was filed, the dates of all correspondence with complainant or respondent, the dates of all interviews with complainant or respondent, and the date of the disposition (or the date that the complaint was forwarded to NDOR or FHWA for further action);
- The disposition and/or recommendations for action; and
- Other pertinent information.

Although the regulations do not specify a timeframe for the investigation of ADA complaints, the NDOR Civil Rights Office strives to have ADA complaints investigated and finalized within 90 days of receipt of the complaint.

Dismissal of a Complaint

NDOR has authority to dismiss ADA complaints against its subrecipients. A complaint may be dismissed for the following reasons:

- The complaint is untimely filed;
- The complainant fails to respond to repeated requests for additional information needed to process the complaint;
- The complainant cannot be located after reasonable attempts;
- There is no statutory or alleged basis for the complaint, NDOR and/or FHWA lack jurisdiction in the matter, or the complainant does not allege any harm with regard to current programs or statutes;
- The complaint has been investigated by another agency and the resolution of the complaint meets USDOT/FHWA regulatory standards; e.g., all allegations were investigated, appropriate legal standards were applied, and any remedies secured meet USDOT's standards;
- NDOR and/or FHWA obtain credible information at any time indicating that the allegations raised by the complainant have been resolved, or are moot and there are no class-wide allegations or implications. In such a case, NDOR and/or FHWA will attempt to ascertain the apparent resolution. If NDOR and/or FHWA determine that there are no current allegations appropriate for further complaint resolution, the complaint will be closed;
- The complainant decides to withdraw the complaint;

- The same complaint allegations have been filed with another Federal, State, or local agency, or through a respondent's internal grievance procedures, including due process proceedings, and NDOR and/or FHWA anticipates that the respondent will provide the complainant with a comparable resolution process under comparable legal standards; e.g., all allegations were investigated, appropriate legal standards were applied, and any remedies secured meet USDOT's standards;
- The FHWA refers a complaint over which USDOT has jurisdiction to another agency that also has jurisdiction but may be better suited to conduct the investigation;
- A complaint, because of its scope, may require extraordinary resources. In such instances, NDOR and/or FHWA may consider treating such a complaint as a compliance review. Similarly, a compliance review may be the most effective means of addressing multiple individual complaints against the same respondent; or,
- If NDOR and/or FHWA selects this option, it should discuss the decision with the complainant(s), close the complaint, and initiate the review as soon as possible. NDOR and/or FHWA should provide the complainant(s) with a copy of the resolution documents upon completion of the compliance review.

Contact Information

Complaints and substantiating information should be sent to:

Marlan Ferguson
 City Hall
 100 East First Street
 P.O. Box 1968
 Grand Island, Nebraska 68802-1968

Evaluation of the GIAMPO Premises

The GIAMPO is located on the second floor (Public Works Department) in Grand Island City Hall at 100 East First Street, Grand Island, NE. The building is located on the corner of North Pine Street and East First Street. Mr. Craig Lewis, City of Grand Island Building Inspections Director, performed a walkthrough of the GIAMPO premises in September 2016. Below are the results of the evaluation.

Parking

Handicap parking spaces are located near the main entrance to the building. Between this entrance and the handicap parking spaces is an accessible route.

Access to the building, offices and meeting rooms

The main entrance to the building is accessible. All conference rooms and restrooms are accessible. The GIAMPO staff offices are accessible.

Doorways and hardware

All internal and external doorways are accessible. All door hardware is designed for use by people with disabilities and is in good working order.

Reception areas

The GIAMPO reception area is accessible by both visitors and employees. The reception counter is 44 inches high—too high to be accessed by people who use wheelchairs, however accessible service areas are within the suite.

Offices

The GIAMPO staff offices are constructed to permit access and use.

Internal navigation

The GIAMPO staff office hallways are accessible and generally free of obstacles.

Communication

Office telephones are within easy access, or can be readily put within access.

The GIAMPO's webpage allows individuals to increase the font size of the website text.

Conference rooms

The GIAMPO conference rooms are accessible.

Conclusions

The GIAMPO considers this Self-Evaluation an ongoing process. As deficiencies are identified, they will be recorded and added to the Transition Plan, along with recommended remedies and a time frame for making the recommended improvements.

The GIAMPO reviews its public documents, including this one, on an annual basis. Any changes to programs, policies, or practices are noted and the document is revised as needed.

Appendix

Title II of Americans with Disabilities Act of 1990 and Section 504 of the Rehabilitation Act of 1973

Transition Plan

Introduction

As a recipient of federal funding, the GIAMPO must comply with a variety of federal and state legislative regulations. Regarding matters of nondiscrimination on the basis of disability, the GIAMPO falls under two federal laws, the Americans with Disabilities Act of 1990, and Section 504 of the Rehabilitation Act of 1973.

Transportation legislation (FAST Act) requires that MPOs conduct a self-evaluation of its programs and facility accessibility, and to prepare a Transition Plan that describes any deficiencies, remedies, time-frame for carrying out remedies and approximate costs. In September 2016, the GIAMPO conducted a self-evaluation of (1) its policies and practices and, (2) its physical premises.

This Transition Plan was developed as a result of the self-evaluation.

Deficiencies Identified in Evaluation of the GIAMPO Policies and Practices and Physical Premises

Deficiency	Remedy	Approx. Cost	Time Frame
Reception area counter is too high for anyone using a wheelchair.	Provide accessible service counter within the GIAMPO suite.	TBD	TBD

Technical Advisory Committee

Monday, October 17, 2016

Regular Session

Item J1

2017 GIAMPO Meeting Schedule

Staff Contact: Chad Nabity, Regional Planning Director

2017 Meeting Schedule of the Grand Island Area Metropolitan Planning Organization (GIAMPO)

Policy Board
(Meetings begin at 4:00 p.m.)

TAC
(Meetings begin at 10:00 a.m.)

January						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
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August						
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September						
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October						
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November						
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26	27	28	29	30		

December						
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24	25	26	27	28	29	30
31						

Annual Business

- Unified Planning Work Program (UPWP) - Adoption by the Policy Board on May 23, 2017
- Transportation Improvement Program (TIP) - Adoption by the Policy Board on May 23, 2017
- Self-Certification of the MPO Process - Adoption by the Policy Board on May 23, 2017