



GIAMPO – Technical Advisory Committee

Monday, November 21, 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 October 17, 2016 Technical Advisory Committee
4. Approval Recommendation of Final Draft Long Range Transportation Plan (LRTP)
Amendment No. 1
5. Approval Release and Recommendation of Final Draft Public Participation Plan Amendment
No. 1 for Public Comments
6. Administrative Modification of Unified Planning Work Program (UPWP)
7. MPO Financial Update
8. 1 & 6 Plan
9. Other Business
10. Next Meeting
11. 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, November 21, 2016

Regular Session

Item C1

Approval of Minutes from the October 17, 2016 Technical Advisory Committee

Staff Contact: Chad Nabity, Regional Planning Director

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

October 17, 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	Absent
Ramona Schafer, Village of Alda	Absent

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	Absent
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

Call to Order

Nabity called the meeting to order at 10:00 am. The Nebraska Open Meetings Act was acknowledged.

Roll Call

Roll call was taken.

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

Motion by Wahlgren to approve the minutes of the August 8, 2016 meeting, seconded by Brown. Upon voice vote, all voted aye. Motion adopted.

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

Zafft informed TAC of the reasons for Amendment No. 1 to the LRTP, which are to account for the significant estimate increase on the US Highway 281 NB project (latest estimate has increased from \$12M to \$18M – an increase of \$3.5M or 42% change in federal funds) and adjust the fiscal constraint of the plan to include additional anticipated federal revenue for the US Highway 281 NB project, which results in revisions to the funding tables in Chapters 7 & 9 of the LRTP. The four (4) criteria to determine whether a project change rises to the level of an amendment are:

- Project costs: determination will be made based on the percentage change or dollar amount of change in federal aid. Projects in which the federal aid has been changed by 20% or \$2M, which is greater, will require an LRTP amendment. Anything less can be processed with an administrative modification. For projects financed with non-federal funds. NDOR suggests the MPO's use the same 20%/\$2M threshold in order to provide transparency to the public;
- Adding a Regionally Significant Project which requires FHWA or FTA funding or approval;
- Funding sources: Adding federal funding sources or changing from one federal funding category to another (including converting advanced construction) will require an amendment; or
- Scope and termini changes: Substantial changes to project scope shown in the approved STIP or project termini changes greater than 0.25 mile will require an amendment.

Nabity inquired on the consequences of not approving this amendment, to which Zafft stated the US Highway 281 NB project letting would be held up. Wahlgren pointed out pavement repairs are needed along US Highway 281 NB as this is a major roadway through the City. Collins noted the State would more than likely reallocate the dollars elsewhere.

Zafft mentioned that the Public Participation Plan indicates an amendment must go back to the TAC for their recommended approval for the Policy Board after the public comment period. Nabity recommended a special TAC meeting in November to recommend approval of the amendment.

A thirty (30) day comment period is required, which is scheduled to begin October 18, 2016.

Motion by Collins to approve the Recommendation and Release of Final Draft Long Range Transportation Plan (LRTP) Amendment No. 1 for Public Comments and to schedule a Special TAC

Meeting on November 21, 2016, seconded by Ferguson. Upon voice vote, all voted aye. Motion adopted.

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

Zafft notified TAC of the inconsistency from the LRTP and the TIP regarding the cost estimate for the US Highway 281 NB project. This amendment will allow for a correction to the TIP to match the LRTP cost estimate. A fifteen (15) day comment period is required, however to match the LRTP comment period a thirty (30) comment period is scheduled to begin on October 18, 2016.

Motion by Sherlock to approve the recommendation of Final Draft Transportation Improvement Program (TIP) Amendment No. 2, seconded by Brown. Upon voice vote, all voted aye. Motion adopted.

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

Zafft informed TAC that ADA compliance is currently not being met; however this plan will address this Federal requirement and the deficiencies. TAC committed to complete the ADA Self-Evaluation and Transition Plan by November 22, 2016 in response to the Self-Certification of the MPO Planning Process approved in April 2016. One area of concern is the counter height at the GIAMPO suite, which doesn't currently allow access for an individual in a wheelchair. Such evaluation and plan requires a fifteen (15) comment period, which is scheduled to begin October 19, 2016.

Motion by Collins to approve the Recommendation of Final Draft ADA Self-Evaluation and Transition Plan, seconded by Wahlgren. Upon voice vote, all voted aye. Motion adopted.

2017 GIAMPO Meeting Schedule

Nabity presented the 2017 GIAMPO meeting schedule for both TAC and Policy Board which is based on the approved By-Laws for both.

Zafft mentioned that the Public Participation Plan seems to be based on the TAC and Policy Board meeting monthly. Nabity stated the Public Participation Plan will be amended to match the established meeting schedule.

Motion by Wahlgren to approve the 2017 GIAMPO Meeting Schedule, seconded by Ferguson. Upon voice vote, all voted aye. Motion adopted.

Miscellaneous Business

- The Transit Needs RFQ has been released for a submittal deadline of 4:00 pm on 11/17/2016
- Dustin Butler's last day with Senior Industries will be October 19, 2016.
- The Bike/Pedestrian Master Plan RFQ has been submitted to the NDOR for comments.
- NDOR Hwy Commission meeting will be held at City Hall on 10/21/2016 beginning at 8:30 am.

Next Meeting Date

The next Meeting of the TAC will be a Special Meeting on November 21, 2016 at 10:00 am.

Adjournment

There being no further business, Nabity adjourned the meeting at 10:25 am.

Technical Advisory Committee

Monday, November 21, 2016

Regular Session

Item H1

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

On October 17, 2016, the GIAMPO Technical Advisory Committee approved the recommendation and release of Final Draft LRTP Amendment No. 1 for public comment. The amendment was made for public comment for a thirty day period from October 18, 2016 to November 18, 2016.

Staff Contact: Allan Zafft, MPO Program Manager

GIAMPO RESOLUTION NO. 2016-8

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 Roads 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 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 Fiscal Years 2016-2020 Transportation Improvement Program (TIP) is the MPO’s four-year implementation program and must be consistent with the Long Range Transportation Plan; and

WHEREAS, estimated costs for one of the Nebraska Department of Roads’ projects has increased significantly since the development of the GIAMPO Long Range Transportation and this increase modifies the programming of two Grand Island projects; and

WHEREAS, the amendment has been made available for public comment for a thirty (30) day period and has been 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 with the attached document.

Certification:

The foregoing resolution was approved by the Grand Island Area Metropolitan Planning Organization Policy Board at its regularly scheduled meeting on November 22, 2016.

By:

Attest:

Jeremy Jensen, Mayor / Chairman

John Collins, Public Works Director

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	Exempt	3.5 mi	\$25,978	PE	2016	City	Grand Island	\$115	
						PE	2016	State	Build Nebraska	\$1,735	
		US-30, from US 281 in Grand Island				ROW	2018	City	Grand Island	\$10	
						ROW	2018	State	Build Nebraska	\$2,129	
		West to City Limits - Beg RP 309.15				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	Exempt	7.7 mi	\$8,144	PE	2017	State	NDOR	\$31	
						ROW	2018	State	NDOR	\$1	
		I-80 from Platte River west of Grand to Phillips, Beginning RP 310.88				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, bridge 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
42773	Grand Island - WACO	Deploy automated gate systems and COTV Cameras Several I-80 interchanges in District 4	Exempt	0	\$1,094	Const/CE	2017	State	NDOR	\$2,767
						PE	2016	State	NDOR	\$39
						Const/CE	2017	ITS	Intelligent Transportation Systems	\$949
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	2017	State	NDOR	\$106
						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	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		\$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 Nation Safety Improve. Program	\$111
						Const/CE	2016	SFTY		\$998
	Transit Needs Analysis	Feasibility Study to identify Transit Needs	Exempt		\$125		2016	FTA	Sec. 5307	\$100
								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, November 21, 2016

Regular Session

Item H2

Approval Release and Recommendation of Final Draft Public Participation Plan Amendment No. 1 for Public Comments

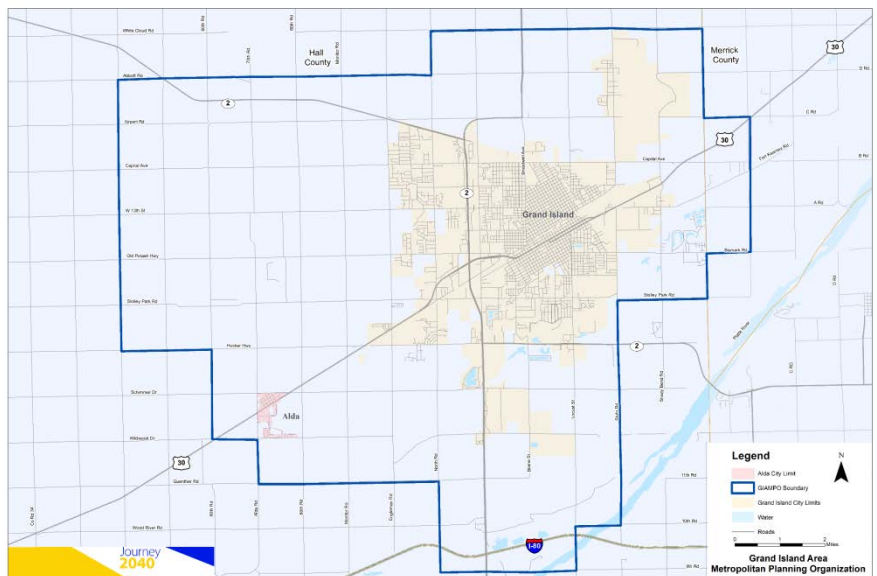
In November 2015, the GIAMPO Policy Board approved the GIAMPO Public Participation Plan. This plan provides a framework that guides public involvement in GIAMPO's transportation planning work products. The proposed Amendment No. 1 allows the below protocol for Long Range Transportation Plan – Amendment, Transportation Improvement Program – New or Amendment, Unified Planning Work Program – New or Amendment, and Public Participation Plan – New or Amendment.

- 1. Discussion with the GIAMPO Technical Advisory Committee*
- 2. Public Comment*
- 3. GIAMPO Policy Board approval*

Staff Contact: Allan Zafft, MPO Program Manager



PUBLIC PARTICIPATION PLAN



Adopted 11/24/2015

Grand Island Area Metropolitan Planning Organization (GIAMPO)



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, 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.

Amendment No. 1 (Changes Shown in Red)
November 3, 2016 – Draft for Review and Comments

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Adopted November 24, 2015

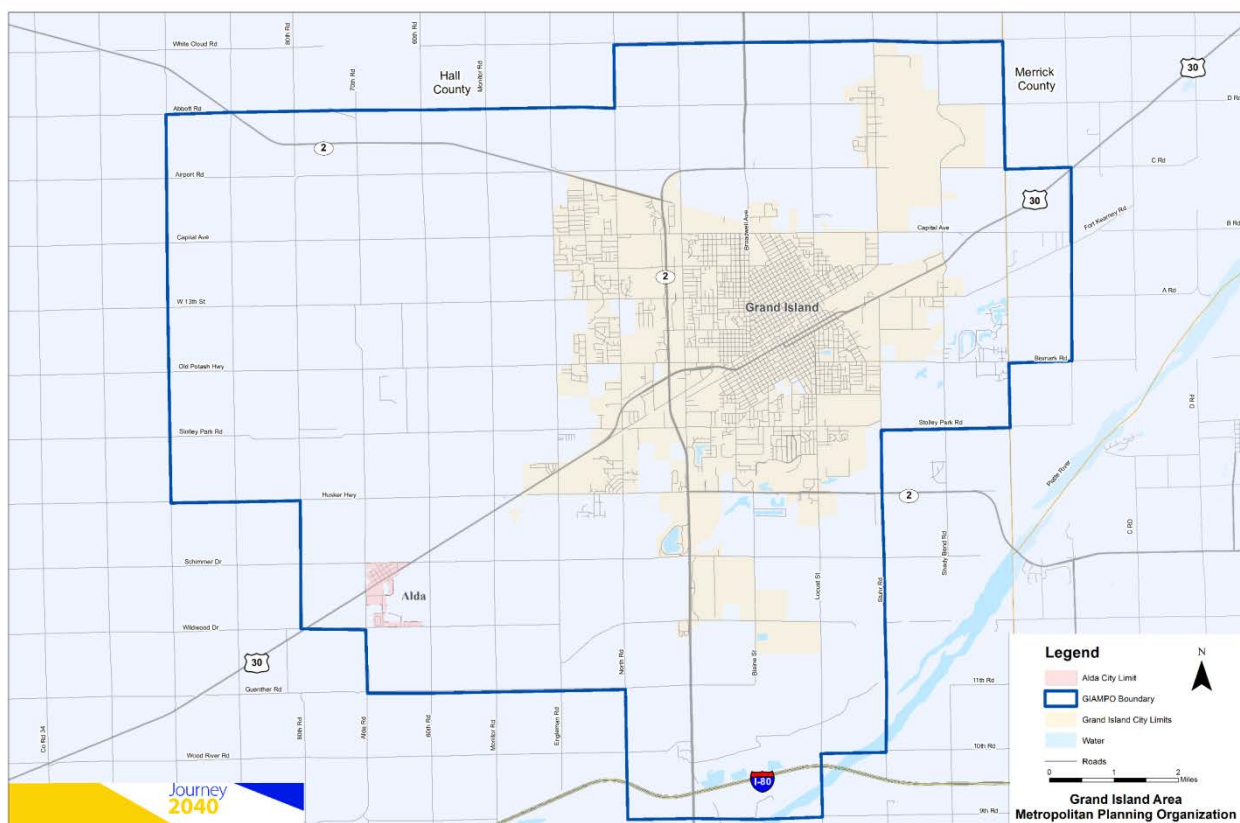
Introduction and History of the Planning Process for the GIAMPO Area

This document describes the public involvement process for the Grand Island Metropolitan Area's (GIAMPO), Transportation Planning Process.

Urbanized areas with populations of at least 50,000 people must form a metropolitan planning organization (MPO) through an agreement between the Governor and the local governments representing at least 75 percent of the metropolitan area's population, including the largest incorporated city (according to population) as determined by the U.S. Census. The Grand Island area reached the target population in 2012. The following year, GIAMPO was established for the densely developed or urbanized area consisting of Grand Island and the Village of Alda in Hall County, Nebraska as shown in **Figure 1 – GIAMPO Planning Area**. GIAMPO is a program of the City of Grand Island's Department of Public Works and focuses on planning for transportation and land uses within the planning area.

The **JOURNEY 2040** planning document and process were GIAMPO's first major initiatives in 2015. It was also the planning area's first experience engaging in comprehensive discussions that are focused solely on planning for the range of multimodal, transportation improvement projects that could serve the community over the course of the coming 25 years.

Figure 1 - GIAMPO's Designated Planning Area



Guiding Principles

There are several principles that guide the participation process established by the GIAMPO in consensus with its stakeholders:

- Effective transportation planning must include the participation by those whose everyday lives are affected by how they are able to get to work, home, school, commercial establishments and services;
- Informing and educating the public about transportation planning is essential to obtaining quality public input; and
- Involving persons and groups that are typically under-represented in transportation planning or with special transportation needs, including, low-income, minority, elderly, student and disabled populations.

Benefits of Public Participation

Public and stakeholder participation is the corner stone of any planning process. Effective public participation allows planners to identify issues and understand aspects of the transportation system directly from the various users. In its simplest form, transportation planning must include the efforts for participation of those whose everyday lives are affected by how they are able to get to work, home, school, stores, and services.

Public participation allows the public an opportunity to voice concerns and offer suggestions regarding transportation-related issues. Additionally, the process helps educate the public about the transportation planning process and affords transportation professionals and decision-makers the opportunity to see sides of an issue that may be missed when considering a project from a purely technical or political perspective. Meaningful dialog among technical professionals, local decision-makers, and general stakeholders is the key to achieving consensus, which is desired before moving a project forward. Other benefits of public participation include:

- Developing a sense of community and ownership
- Identifying issues and concerns that matter most to the community
- Fostering trust in decision-makers
- Promoting accountability
- Encouraging cooperation and compromise
- Preventing and/or mitigating future conflicts

Goals for Public Involvement

Public involvement is an integral part of the transportation planning process and ensures that decisions are made in consideration of and to benefit public needs and preferences. Early and continuous public involvement; reasonable public availability of technical and other information; collaborative input on alternatives, evaluation criteria and mitigation needs; open public meetings where matters related to Federal-aid highway and transit programs are being considered; and open access to the decision-making process helps bring diverse viewpoints and values into the planning process. As a result, public involvement for GIAMPO's Planning Process will focus on the following goals:

- ✓ Responding to and remaining consistent with the MAP-21 requirements and those outlined in CFR 450.316, and future transportation laws – Interested partners, participation, and consultation.
- ✓ Supporting timely, useful, and used public participation.
- ✓ Purposefully seeking input from targeted and interested parties about the goals, objectives, existing conditions, performance measures, improvement scenarios, potential projects and environmental concerns that could be included in the Process.
- ✓ Engaging citizens, the business and economic development community, freight and rail operators, transit providers, advocacy groups, limited or non-English speakers, environmental justice and underserved populations, and those who use transit, pedestrian walkways, and/or bicycle facilities.
- ✓ Coordinating meeting times and locations with sensitivity to environmental justice groups.
- ✓ Strengthening and creating new partnerships with a wide variety of stakeholders.
- ✓ Building support for adoption and future implementation, while gathering feedback early and often during the process.
- ✓ Employing -visualization techniques to convey transportation information.
- ✓ Remaining sensitive to the fact that, according to the 2010 U.S. Census, 23% of Hall County's 58,607 residents are Hispanic or Latino. Further, city-data.com indicates that English and Spanish were the top two languages spoken at home by Hall County residents in 2012. Other, individual languages were spoken by less than one percent of their representative groups.
- ✓ Providing bilingual (English/Spanish), informational and educational materials in a range of formats (in person, print, digital, and/or augmented reality) and without technical jargon when requested.

A detailed spreadsheet of existing and potential stakeholder groups and their contact information is maintained by GIAMPO staff and may be available upon request. It serves as the contact list for notification of plans and other documents during the public comment periods.

GIAMPO's Agency Membership

GIAMPO Policy Board Members

The Policy Board is the decision-making body of the MPO and is comprised of local elected officials from the City of Grand Island, Hall County, Hall County Regional Planning Commission, and the Director of the Nebraska Department of Roads (**NDOR**) or designee. The Policy Board also consists of two non-voting members—the Federal Highway Administration (**FHWA**), and the Federal Transit Administration (**FTA**). The Policy Board meetings are open to the public and are held in accessible

locations. There is a public announcement of the Nebraska Open meetings Law at the beginning of each meeting. Additionally, the Policy Board agendas are posted on the GIAMPO's webpage, sent out to citizens who have asked to be included on the GIAMPO's email notification list, and meeting notices are published in the newspaper in a timely manner in accordance to state law.

Policy Board Voting Members

- Mayor of the City of Grand Island.
- Four members of the Grand Island City Council recommended by the Mayor and approved by City Council.
- Two members of the Hall County Board of Supervisors who reside in the Metropolitan Transportation Planning area.
- The chair of Hall County Regional Planning Commission or designee if Chair resides outside the MPO planning boundary.
- The NDOR Director-State, Engineer or designee.

Policy Board Ex-Officio (Non-Voting) Members

- The ~~Federal Highway Administration (FHWA)~~ Nebraska Division Administrator or designee.
- The ~~Federal Transit Administration (FTA)~~ VII Administrator or designee.
- Other members as approved by the majority vote of the Policy Board.

Technical Advisory Committee (TAC) Membership

The TAC is a staff-level committee that focuses on the technical aspects of transportation policy issues and decisions prior to being presented to the Policy Board. The TAC includes a knowledgeable collection of individuals who have regular interaction with the local citizens and other interested parties. The voting committee membership consists of:

- Public Works Director, City of Grand Island
- City Administrator, City of Grand Island
- Assistant Director of Public Works: Engineering Services, City of Grand Island
- City of Grand Island/Hall County Regional Planning Director
- Hall County Public Works Director
- ~~NDOR Nebraska Department of Roads~~ Highway Planning Manager
- ~~NDOR Nebraska Department of Roads~~ District 4 Engineer
- Merrick County Hwy Superintendent
- Village of Alda

In addition to the voting members the following stakeholders have been identified as non-members actively involved in transportation planning within the region:

- ~~NDOR Nebraska Department of Roads~~ Local Projects Urban Engineer
- ~~NDOR Nebraska Department of Roads~~ Local Projects Engineer
- Transportation Planner, Realty, Civil Rights, ~~FHWA Federal Highway Administration~~
- Finance Director, City of Grand Island
- Streets Superintendent, City of Grand Island

- Union Pacific Railroad
- Burlington Northern Santa Fe Railroad
- Grand Island Area Chamber of Commerce
- Grand Island Area Economic Development Corporation
- Central NE Regional Airport
- ~~FTA~~~~federal Transit Administration~~ Region VII Transportation Planner

Through this web of professionals, GIAMPO staff remains informed about transportation concerns from a variety of stakeholders. The TAC meetings are held in accessible locations and are open to the public. Additionally, TAC agendas are available on the GIAMPO's website and are emailed to the GIAMPO's email notification list one week prior to the regularly scheduled meeting.

Public Involvement Methods

The GIAMPO strives to provide a public involvement process with comprehensive information, timely public notice, and full public access to the regional transportation planning process. The GIAMPO works closely with local, state, and federal planning partners (NDOR, FHWA, FTA, and local jurisdictions) to coordinate public outreach efforts. The following methods are used to provide the public and interested parties with a variety of opportunities for being involved in the planning process, based on the information gathered from published best practices for engaging public in the transportation planning process.

Nebraska Open Meeting Law

Both the Policy Board and ~~TAC~~~~Technical Advisory Committee~~'s meetings are governed by the Nebraska Open Meeting Act. However, there may be times when Policy Board meetings are closed to the public for executive sessions to discuss personnel and other sensitive issues. The Policy Board may on occasion meet with some members joining via conference call. In this situation, there will be a speakerphone located in the meeting location listed on the agenda.

Working Groups and Steering Committees

In addition to the TAC, the GIAMPO may create ad hoc working groups or steering committees to focus on a specific topic or document. Any long-term or standing sub-committees will be appointed by the Policy Board at a regularly occurring meeting.

Draft Document Availability

When major MPO documents or products are developed, updated or amended, copies of the draft document will be available during the public comment period. The notice also indicates the responsible staff person for ensuring all documents are available to the public. A copy of the draft may also be obtained by visiting the GIAMPO webpage at <http://grand-island.com/your-government/public-works/metropolitan-planning-organization> or emailing the MPO Program Manager at allanza@grand-island.com ~~Johna@Grand-Island.com~~.

Social Networking

The City of Grand Island's Public Works Department maintains a Facebook account to provide notifications and updates to the public on the transportation planning process. Facebook can also be used to elicit public comments on documents during public comment opportunities. The social networking site can be accessed by clicking the Facebook icon on the GIAMPO's homepage or by visiting, www.facebook.com/GI.PublicWorks. GIAMPO will strive to use other methods of social media as they become available and gain in popularity.

Email Notifications

The GIAMPO maintains a database of interested citizens, agency staff and stakeholders wanting to receive email notifications. This allows the GIAMPO to email notifications regarding meeting agendas, special events or meetings, public comment periods or other information.

During the development of the long-range transportation plan, *Journey 2040*, the GIAMPO compiled and utilized the email notification systems already established by local jurisdictions to inform citizens of public meetings. This database of stakeholders in the community will be utilized for further notifications of essential documents and plans to announce availability and comment periods.

Postal Mailings

The GIAMPO recognizes the diversity in the citizens it serves and that not everyone may have readily available access to the internet to view the GIAMPO website or receive email notifications. While it would be cost prohibitive to mail every resident in the GIAMPO region notification each time a comment period or public meeting is held, citizens may request that the MPO mail them notifications if that is their preferred method. Mailings may also be used by the GIAMPO to target specific neighborhoods or stakeholder groups to gather comments or feedback.

Public Meetings, Workshops, and Open Houses

The GIAMPO will hold public meetings as necessary for specific issues or documents. If a public meeting is required by federal regulations, one will be held before or during the public comment period in a location accessible by the public. Public meetings and open houses will generally be conducted for a two-hour period between the hours of 4:00 p.m. and 7:00 p.m. (Monday through Friday). The GIAMPO will strive to hold a public meeting in areas to provide access that is more convenient for all citizens in the GIAMPO region.

Workshops, open houses, or other events may also be conducted to keep the public informed, involved, and solicit feedback on various projects and plans. To notify the public of these events, the GIAMPO staff will post information on the GIAMPO webpage, and, if appropriate, through email notices, mailed notices, legal publications in the newspaper, and press releases.

Media Press Releases

Press Releases are sent to local media contacts regarding public meetings, open houses and documents out for public comment. Stakeholders that have requested to be placed on the Policy Board and TAC email notification lists as well will be notified.

Surveys

Electronic and hard copy surveys may be deployed to gather community feedback regarding a particular document or process. Surveys were used during the development of the *Journey 2040* Long Range Transportation Plan as a way to gauge the region's transportation interests and needs.

Presentations

Civic organizations, interest groups, and agencies may request presentations by GIAMPO staff. Presentation topics may include a general overview of the MPO or specific GIAMPO work products or planning activities.

Visualization

Visualization techniques will be used in all core transportation plans, programs and documents as much as possible. Visualization techniques promote improved understanding of the GIAMPO process and products for those who do not have a background in transportation planning. These techniques will include the use of colors, diagrams, tables, figures, maps and photos that further illustrate the ideas and concepts in transportation plans, projects and programs.

Website

The GIAMPO webpage <http://grand-island.com/your-government/public-works/metropolitan-planning-organization> provides a wealth of information about the MPO. Housed on the website are important documents and meeting agendas and minutes, along with announcements regarding current comment periods and public meetings. The GIAMPO webpage has contact information for GIAMPO staff to allow interested parties to submit comments, questions, or requests to be placed on the GIAMPO's email notification list.

The website also contains Google's free translation tool. This allows for website information and documents to be translated from English into a multitude of other languages, including Spanish, the largest population of non-English speaking as primary language in the study area.

Engaging Traditionally Underserved Populations

While a federal requirement, it is also a practice of the GIAMPO to make special effort to consider the concerns of traditionally underserved populations, including low-income, minority, elderly, immigrant, and disabled populations. GIAMPO meetings are open to the public and held in locations that are accessible by transit and in buildings compliant with the Americans with Disabilities Act (ADA). The GIAMPO staff will use a combination of the following techniques, as appropriate, to engage the traditionally underserved populations:

- Conduct interviews orally to reduce low-literacy as a barrier.
- Utilize local residents to help interview citizens in their own communities.
- Provide a comfortable meeting space with appropriate accommodations.
- Involve local officials and community representatives, as appropriate.
- Use traditional, non-computer based means during public outreach efforts.
- Hold meetings in "neutral" locations like schools, community centers, or public libraries (when necessary).

- Utilize the knowledge and connections of existing organizations.
- Attend scheduled and special events (the “don’t wait for them to come to you, go to them” approach).
- Provide documents in alternative formats upon request when feasible.
- Use interpreters and translated materials where appropriate and feasible (this will be further developed in the GIAMPO’s Limited English Proficiency Plan).

Evaluating Public Participation Strategies

~~One of the five objectives of the GIAMPO’s Public Participation Plan is to “evaluate” the process and methods used to involve the public in the planning process.~~ The PPP is a constantly evolving document and must be continuously evaluated and improved upon to create and maintain effective public engagement.

A complete update of the PPP is initiated every five years to reevaluate the methods and strategies for engaging the public. In the interim, the public participation process will be reviewed on an annual basis to assess whether public opinions are being actively sought and that the public has equal and full access to all GIAMPO documents and plans. Public participation methods will be reviewed using the evaluation criteria in **Table 1** to gauge the effectiveness of each strategy.

Table 1 - Evaluation Criteria

Method	Evaluation Criteria
<i>Website</i>	●Number of emails received through website
<i>Social Networking</i>	●Number of Facebook "Likes" ●Number of comments received
<i>Email Contact List</i>	●Number of persons in the database ●Number of additions to the mailing list annually
<i>Postal Mailings</i>	●Number of requests for postal mailings
<i>Public Meetings/Open Houses</i>	●Number of attendees ●Number of comments received
<i>Newspaper Ads and Articles</i>	●No measure (required for most documents)
<i>Cable TV Public Access Channels</i>	●No measure
<i>Surveys</i>	●Number of surveys sent ●Number of surveys returned
<i>Presentations</i>	●Number of presentations made
<i>Press Releases</i>	●Number of contacts ●Number of media articles/radio interviews

MPO Planning and Program Documents

MPO Planning and Program Document	Reviewing Body and Public Meeting	Meeting NOTICES: Public Notices, Email Postings & Advertisements	Comment Period	Availability of Reports/minutes and Agenda
Long Range Transportation Plan (LRTP) Update	MPO Technical Committee, MPO Policy Board	Posted during the public review period and prior to public meetings	At least 30 days prior to approval my MPO Policy Board	Agenda available at least 7 days prior to meetings
Transportation Improvement Program (TIP)	MPO Technical Committee, MPO Policy Board	Posted during the public review period and prior to public meetings	At least 30 days prior to approval my MPO Policy Board	Agenda available at least 7 days prior to meetings
TIP Amendments	MPO Technical Committee, MPO Policy Board	Posted during the public review period and prior to public meetings	At least 15 days prior to approval my MPO Policy Board	Agenda available at least 7 days prior to meetings
Emergency TIP Amendments	MPO Technical Committee, MPO Policy Board	Posted during the public review period and prior to public meetings	24 hours public comment period prior to adoption	24 hours prior to adoption
Unified Planning Work Program (UPWP)	MPO Technical Committee, MPO Policy Board	Posted during the public review period and prior to public meetings	At least 15 days prior to approval my MPO Policy Board	Agenda available at least 7 days prior to meetings
Public Participation Plan (PPP)	MPO Technical Committee, MPO Policy Board	Posted during the public review period and prior to public meetings	At least 45 days prior to approval my MPO Policy Board	Agenda available at least 7 days prior to meetings
Other Reports/Documents	MPO Technical Committee, MPO Policy Board	Posted during the public review period and prior to public meetings	At least 15 days prior to approval my MPO Policy Board	Agenda available at least 7 days prior to meetings

-Long Range Transportation Plan (LRTP) – Currently “Journey 2040” Updates and Amendments – Adoption by ~~April~~March 26⁷, 2016

-Updated:

-Every 5 years

Amended:

-As needed

Public Comment Period:

Minimum of 30 days for updates and amendments

Minimum Required Techniques & Strategies

- ~~Discussion with the TAC prior to public comment period of the draft document with the TAC.~~
- ~~TAC recommendation and release the draft GIAMPO for public review and comment.~~
- Newspaper and MPO webpage, advertisements announcing public comment period.
- Email notification of public comment period to stakeholders.
- Draft updates will be made available for review at Grand Island City Hall ~~and~~, Grand Island Public Library.
- Open houses/public meetings as needed.
- Summarize public comments, including how the comments were addressed, and include in the final draft.

Amendments

- Notification of amendment to the ~~TAC~~ Technical Advisory Committee prior to posting the draft for public comment, with explanation of the need for the amendment.
- Advertisements announcing the public comment period on GIAMPO website and in the “Grand Island Independent” and other media.
- Email notification of public comment period to identified stakeholders.
- Draft made available for review at the City of Grand Island, City Hall and posted on GIAMPO’s website. Public meetings are not required for GIAMPO amendments.

The LRTP document is updated in its entirety at least once every five years. This includes reevaluating the vision for the transportation system, updating the needs analysis, along with the identified projects. Amendments to the LRTP are made as needed to reflect significant changes to regional transportation policies and/or funding conditions.

After the public comment period, the draft ~~update~~ will be taken to the TAC (along with any public comments received) for their recommended approval for the Policy Board to adopt the plan. Once the Policy Board approves the update or amendment the approved document then replaces the former LRTP. The final LRTP is sent to NDOR, FHWA and FTA for informational purposes (as these entities do not approve the LRTP).

The initial Long Range Transportation Plan *Journey 2040*, was developed in 2016. In the development of the Plan a Public Participation Plan was developed, and is attached as APPENDIX A.

NOTE: If the final LRTP document differs significantly from the draft made available for public comment, an additional opportunity for public comment will be provided.

Transportation Improvement Program (TIP)

Under 23 CFR 450.324 et seq., MPOs develop Transportation Improvement Programs (TIPs) that define which federal transportation funds are pledged to specific transportation projects in MPO region. The TIP includes all surface transportation projects funded with federal funding and all regionally significant projects even if funded by state or local dollars. Federal rules

Require the TIP to cover a period of not less than four years, include project funding levels by year and funding source, and describe project work scopes.

For projects to be included in the TIP, they must first be in GIAMPO's Long Range Transportation Plan (LRTP). A project, if not regionally significant or specifically identified as a line item in the LRTP, must only be consistent with the LRTP. The TIP is to be financially constraint to assure project costs do not exceed reasonably available estimated revenues.

Target Date Task

- January 31 NDOR sends projected funding targets to MPO's for upcoming fiscal year
- February 15 NDOR sends list of State-sponsored projects to SIMPCO
- March 15 NDOR sends list of State-sponsored projects to MAPA and Lincoln and Grand Island MPO's
- May 1 to July 1 NDOR coordinates with MPO's and approves their TIPs
- **June 15 Last date that NDOR will accept MPO TIP's for review and inclusion in the upcoming STIP**
- July 1 – August 15 NDOR develops draft STIP
- August 15 NDOR posts Draft STIP to NDOR website, advertises for public comment
- August 15 – September 1 NDOR addresses public comments, revises STIP as needed
- September 1 NDOR submits STIP to FHWA and FTA for approval
- October 1 FHWA/FTA approval of final STIP

NDOR selects all Title 23 projects from the approved TIP in a non-TMA MPO (SIMPCO and Grand Island) planning areas and the designated recipient of public transportation funding selects title 49 chapter 53 projects from the approved TIP in cooperation with the MPO (23 U.S.C. 134(j) (5)).

Once implemented, the TIP is designed to make progress toward achieving transportation system performance targets in (23 U.S.C.134 (h) (2)). TIPs shall include a description of the anticipated effect of the TIP toward achieving the performance targets established in the LRTP, linking investment priorities to those performance targets.

TIP Updates

In Nebraska, TIPs are updated annually and are continually amended to reflect project changes, adjustments in project cost, and administrative changes. In addition, TIPs are continually maintained because they are linked to the STIP and must be fiscally constraint accordingly. Projects are solicited primarily from local governments, NDOR and transit agencies. A cooperative evaluation process is used to select projects. The TIP is approved by the GIAMPO Policy Board and the Governor or Governor's designee. The TIP is a short-range plan that includes all regionally significant and/or federally funded multimodal projects to be implemented over the next four years. The TIP is developed in cooperation with the Nebraska Department of Roads (NDOR), the cities and counties, and local transit and paratransit operators where federal funds are to be used. The TIP is one of the major implementation tools for the LRTP, so projects in the TIP must be consistent with the approved LRTP.

Transportation Improvement Program (TIP) - Continued

Updated:

Annually

Amended:

As needed

Public Comment Period:

Minimum of 30 days for new TIP

Minimum of 15 days for amendments

No comment period required for administrative modifications

Minimum Required Techniques & Strategies

Discussion with the ~~TAC~~technical Advisory Committee prior to public comment period.

Newspaper and MPO website advertisements announcing public comment period.

Email notification of public comment period to stakeholders.

Draft available for review at Grand Island City Hall and on GIAMPO's webpage.

Summarize public comments, including how the comments were addressed, and include in the TIP.

Revising an Approved TIP/STIP

Revisions are changes to a TIP that occur between their annual publications. There are two types of changes that occur under the umbrella of revision. The first is a major revision or "Amendment". The second is a minor revision or "Administrative Modification".

Amendments.

An amendment is a revision to a STIP/TIP that involves a major change to a project included in the TIP/STIP. Amendments require public review and comment and demonstration of fiscal constraint. There are four main components that can be used to determine whether a project change rises to the level of an amendment:

- Project costs: Amendments are required whenever the Federal-aid amount changes by 20% or \$2 million, whichever is greater. For computing the % change, standard rounding procedures will be used; 19.50% and greater is considered to be 20% and therefore would require an amendment.
- Additions/Deletions: Projects or phases of projects which are added or deleted from the first four years of the TIP/STIP will be processed as amendments (excluding grouped projects).
- Funding sources: Adding federal funding sources or changing from one federal funding category to another (including converting advanced construction) will require an amendment.
- Scope and termini changes: Substantial changes to project scope shown in the approved STIP or project termini changes greater than 0.25 mile will require an amendment.

Transportation Improvement Program (TIP) - Continued

Administrative Modifications

A minor revision to a TIP or STIP is an administrative modification. It includes minor changes to projects, including projects using advanced construction (AC) procedures, already included in the STIP.

The following components should be used to determine if a change can be processed as an administrative modification:

- Project costs: Projects in which the federal aid and/or AC amount has been changed by less than 20% or \$2 million, whichever is greater, can be processed with an administrative modification. For purposes of this calculation federal aid and AC amounts will be combined.
- Additions/Deletions: Projects or phases of projects added to group listings explained earlier will be processed as administrative modifications.
- Schedule changes: Changes in schedules to projects which are included in the first four years of the TIP/STIP will be considered administrative modifications
- Funding sources: Redistribution of federal funding or AC among funding sources already listed with the project can be done with an administrative modification.
- Scope and termini changes: Minor changes to project scope and termini changes of less than 0.25 mile- can be made with an administrative modification. For GIAMPO's study area, project termini not consistent with the Long Range ~~Transportation Plan~~ ~~plan~~ will require an amendment.

Administrative modifications may be made at any time and do not require public review or Policy Board action. However, GIAMPO must demonstrate financial constraint. This includes changes such as clarifying project descriptions, reducing project costs, minor adjustments to project budgets or clerical mistakes. For more information on amendments and administrative modifications, see the most current TIP document.

NOTE: If the final TIP document differs significantly from the draft made available for public comment, an additional opportunity for public comment will be provided.

Unified Planning Work Program (UPWP)

The UPWP identifies and budgets for the regional transportation planning projects that the GIAMPO and its planning partners will undertake during each calendar year. The UPWP outlines the status of planning activities, provides information about accomplishments from the previous year, and provides an overview of major activities planned for the upcoming year. The UPWP is developed in cooperation with NDOR, FHWA, FTA and the GIAMPO Technical Advisory Committee.

New UPWP:

Developed Annually

Amended:

As needed

Public Comment Period:

Minimum of ~~1530~~ days for new UPWP

Minimum of 15 days for amendments

No comment period required for administrative modifications

Minimum Required Techniques & Strategies

- Discussion with the ~~Policy Board and~~ TAC prior to public comment period.
- Newspaper and MPO website advertisements announcing public comment period for new UPWP.
- Email notification of public comment period to identified stakeholders
- Draft available for review at Grand Island City Hall and on GIAMPO's webpage.

Amendments

- Discussions with Technical Advisory Committee prior to posting the draft for public comment.
- MPO website advertisements announcing public comment period.
- Email notification of public comment period.
- Draft made available for review at Grand Island City Hall and on GIAMPO's webpage.

Each ~~February~~^{May} the GIAMPO staff begins drafting the upcoming year's UPWP in coordination with the planning partners ~~listed above~~. Prior to ~~TAC and~~ Policy Board approval, the UPWP draft is released for public comment. All comments received are reviewed by staff, the TAC, and the Policy Board.

The UPWP may be amended throughout the year to adjust the activities or budget. The “**NDOR Operating Manual for MPO Transportation Planning**” provides guidance on when the UPWP must be amended versus administratively revised.

UPWP Amendments

Amendments to UPWPs are required when:

- Adding or deleting planning funds from the UPWP Budget. NDOR MPO & Long Range Planning Unit staff will work with FHWA to determine the need to amend the UPWP when the addition or deletion of planning funds is minor. When the addition or deletion of funds results in a 10% change or greater or if the *cumulative* change exceeds \$100,000, an amendment is required (49 CFR Part 18.30).
- Adding or deleting substantial portions of the activities/tasks listed in the Scope of Services (SOS) or UPWP or moving substantial funds from one activity/task to another.

Unified Planning Work Program (UPWP) - Continued

Any change that does not fall into the two categories above will not have to go through the UPWP amendment process. The MPO must send a letter to the NDOR MPO and Long Range Planning Unit detailing the UPWP modification. If NDOR determines that the modification is not an amendment, a letter of concurrence will be written to the MPO (cc to FHWA and NDOR Agreements Section). The MPO can then update its UPWP with the change.

UPWP amendments require NDOR MPO & Long Range Planning Unit review, and formal approval from the FHWA and/or FTA. A UPWP amendment must be approved by the MPO Policy Board, FHWA and FTA prior to processing a PL Agreement Amendment. This also applies to STP-M agreements that support the UPWP.

Amendments to UPWPs shall be submitted to the MPO & Long Range Planning Unit upon MPO approval. The MPO & Long Range Planning Unit will coordinate FHWA/FTA approval. FHWA will then notify the NDOR that the amendment was approved copying the MPO on the approval letter.

NOTE: If the final UPWP document differs significantly from the draft made available for public comment, an additional opportunity for public comment will be provided.

Public Participation Plan (PPP)

The Public Participation Plan (PPP) has been discussed in detail throughout this document, but essentially the PPP serves as a guide to improve the process for involving the public in regional transportation decision making. It establishes a process to effectively engage citizens in the planning process by outlining the public input procedures, processes, and methods to be used.

Updated:

- At least every 5 years, prior to LRTP updates
- Reviewed annually and updated as needed

Public Comment Period:

- Minimum of 45 days for complete updates
- Minimum of 30 days for amendments
- No comment period required for administrative modifications

Minimum Required Techniques & Strategies:

- Discussion with the ~~Policy Board~~ and TAC prior to public comment period.
- Public and stakeholder consultation through a variety of methods including surveys, stakeholder meetings, and/or public meetings.
- Summarize public comments, including how the comments were addressed, and include summary in the final ~~draft~~**DRAFT** of PPP.
- Newspaper and MPO webpage advertisements announcing public comment period.
- Email notification of public comment period to identified stakeholders
- Draft made available for review at GIAMPO webpage and Grand Island City Hall.

NOTE: If the final PPP document differs significantly from the draft made available for public comment, an additional opportunity for public comment will be provided.

Technical Advisory Committee

Monday, November 21, 2016

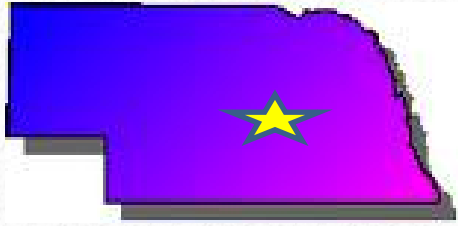
Regular Session

Item H3

Administrative Modification of Unified Planning Work Program (UPWP)

In June 2016, the GIAMPO Policy Board approved the 2017 Unified Planning Work Program (UPWP). This document provides an outline of the Metropolitan Planning Organization's planned work activities, and identifies the funding for those activities for state fiscal year 2017. The administrative modification to the 2017 UPWP revises the budget of the work elements to reflect the latest MPO Program effective wage rate and fringe benefit rate and also programs the remaining available Federal Highway Administration and Federal Transit Administration revenue.

Staff Contact: Allan Zafft, MPO Program Manager



Grand Island Area Metropolitan Planning Organization (GIAMPO)

FY 2017 Unified Planning Work Program

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 necessarily reflect the official views or policy of the U.S. Department of Transportation.

ADMINISTRATIVE MODIFICATION ON NOVEMBER 22, 2016

APPROVED ON JUNE 14, 2016 BY THE GIAMPO POLICY BOARD (RESOLUTION 2016-6)

**Grand Island Area Metropolitan Planning Organization (GIAMPO)
Unified Planning Work Program for Fiscal Year 2016**

Policy Board Members

Chair – Jeremey L. Jensen
Vice-Chair – Chuck Haase
MPO Director/Secretary – John Collins

Mayor: Mayor, Jeremey L. Jensen

Grand Island Council Members: Vaughn Minton, Mike Paulick, Julie Hehnke, Chuck Haase

County Board Members: Doug Lanfear, Gary Quandt

Planning Commission Chair: Pat O'Neill

Nebraska Department of Roads Director: Kyle Schneweis

Ex-Officio (non-voting) Members include:

FHWA Nebraska Division Administrator: Joseph Werning

FTA Region VII Administrator: Mokhtee Ahmad

Approved Ex-Officio (non-voting) Other Members:

City of Grand Island: Marlan Ferguson, John Collins, Terry Brown, Chad Nabity

Nebraska Department of Transportation: Brad Zumwalt, Wes Wahlgren

Federal Transit Administration: Mark Bechtel

Federal Highway Administration: Justin Luther

Technical Committee Members

Chair – Chad Nabity
Vice Chair – Terry Brown
MPO Director/Secretary – John Collins

Grand Island Public Works Director: John Collins

Grand Island City Administrator: Marlan Ferguson

Grand Island Manager of Engineering Services: Terry Brown

Hall County Regional Planning Director: Chad Nabity

Hall County Public Works Director: Casey Sherlock

Two representatives from NDOR; one designated by the Planning and Development Engineer and the District

Four Engineer: Brad Zumwalt, Wes Wahlgren

Merrick County Public Works Director or Highway Superintendent: Mike Meyer

One representative from the Village of Alda: Ramona Schafer

Ex-Officio (non-voting) Members:

FHWA Nebraska Division Transportation Planner or designee: Justin Luther

FTA Region VII Transportation Planner or designee: Mark Bechtel, Logan Daniels, Daniel Nguyen

NDOR Local Projects Division Urban Engineer: Larry Legg

Grand Island Finance Director: Renae Griffiths

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: Kyle Nodgaard, Kelli O'Brien

One representative from the Grand Island Area Chamber of Commerce: Cindy Johnson

One representative from the Grand Island Area Economic Development Corporation: Mary Berlie

The Board of the Central Nebraska Regional Airport may appoint one representative: Mike Olson

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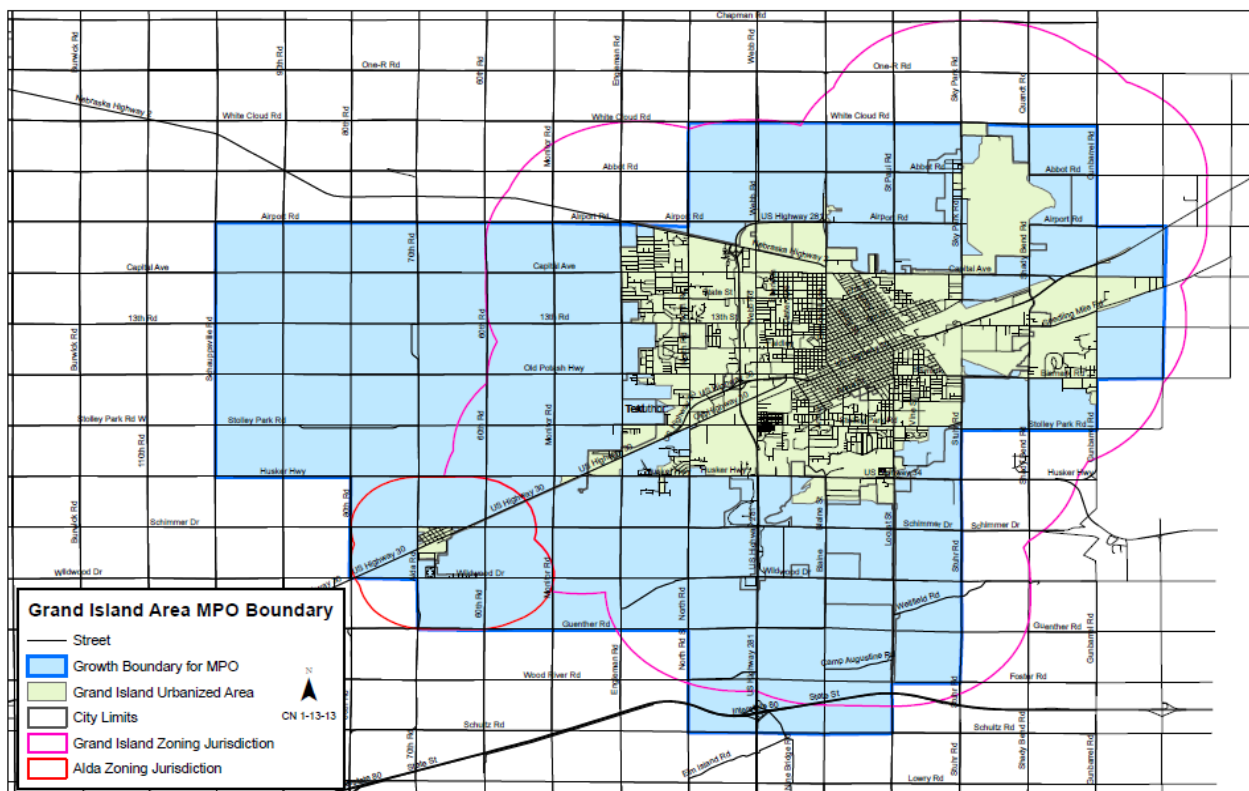
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Introduction

As required by 23 CFR 420 and 450.314 the Grand Island Area Metropolitan Planning Organization (GIAMPO) has prepared this Unified Planning Work Program (UPWP).

The purpose of this document is to provide the citizens of the GIAMPO and all partnering governing bodies an outline of the Metropolitan Planning Organization's planned work activities, and identify the funding for those activities for fiscal year 2016, (July 1, 2016-June 30, 2017). This document is a budget document and it may be amended by the policy board as priorities and activities change.

The primary objectives for this year are to implement the Continuing, Cooperative, and Comprehensive (3-C) transportation process to develop a performance based Long Range Transportation Plan, Formal Public Participation Plan, goals, objectives, and performance measures in accordance to current Federal Transportation Act (Fixing Americas Surface Transportation Act), and to institute a transportation planning process that will address the needs and investments in the transportation system in order to adequately maintain the transportation system.

These Factors Include:

The metropolitan planning process must explicitly consider and analyze, as appropriate, eleven (11) planning factors defined in FAST Act that reflect sound planning principles and in coordination, cooperation, and continuing with stakeholders in the Grand Island Metropolitan Planning Organizations Planning Area.

- ✓ Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- ✓ Increase the safety of the transportation system for motorized and non-motorized users;
- ✓ Increase the security of the transportation system for motorized and non-motorized users;
- ✓ Increase the accessibility and mobility options available to people and for freight;
- ✓ Protect and enhance the environment, promote energy conservation, and improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- ✓ Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- ✓ Promote efficient system management and operation;
- ✓ Emphasize the preservation of the existing transportation system;
- ✓ Improving transportation system and reliability;
- ✓ Reducing (or mitigating) the storm water impacts of surface transportation; and
- ✓ Enhancing travel and tourism.

This input will be used to identify, plan and prioritize projects to meet the transportation needs of the area. Initial efforts will focus on the development of the Public Participation Plan, Long Range Transportation Plan, and corridor studies to improve safety and efficiency within the existing transportation system.

Grand Island Area Metropolitan Planning Organization (GIAMPO)

- ✓ The Grand Island Area Metropolitan Planning Organization (GIAMPO), is the organization of elected officials in the Grand Island urbanized area designated by the Governor to carry-out the federal mandated transportation planning process.
- ✓ GIAMPO provides the forum for local decision-making on transportation issues of a regional nature.
- ✓ The foundation for the metropolitan planning process is to promote consistency between transportation improvements and state and local planned growth and economic development patterns and the submission of transportation planning documents to the FHWA, FTA, and NDOR.
- ✓ Meaningful public involvement will be encouraged and actively sought throughout the planning and development of the area’s transportation plans and programs. Area citizens will be provided an opportunity and encouraged to comment on every aspect of the transportation planning process through planning meetings, public hearings, and individual correspondence.
- ✓ GIAMPO staff will facilitate the development of all planning elements for the Metropolitan Planning Area in accordance to the current federal transportation bill.

Policy Board

The Policy Board shall establish policy and procedures for matters necessary to comply with the requirements of Title 23, United States Code, and subsequent acts. The Policy Board shall have the power and duty to prepare and adopt comprehensive transportation studies and plans to guide the unified development of the Grand Island Area Metropolitan Planning Area and to promote the general welfare and prosperity of its people in an economic and efficient manner.

Technical Advisory Committee

The MPO Technical Committee (TAC) is responsible for the administration of the (3-C) Transportation Planning Process, providing data, technical assistance, and recommendations to the Policy Board for matters necessary to comply with the requirements of Title 23, United States Code, and Subsequent acts. Responsibilities Include but are not limited to:

- ✓ Advising the Policy Board on comprehensive transportation studies and plans to help guide the unified development of the Grand Island Area Metropolitan Planning Area to promote the general welfare and prosperity of its people in an economic and efficient manner.
- ✓ Examining and recommending projects concerning the development of a safe, efficient, and coordinated multimodal transportation network.
- ✓ Annually prepare and recommend, at a minimum, a five-year MPO Transportation Improvement Program (TIP) and shall review the allocation of all federal-aid funds to eligible projects within each Annual Element of the TIP for financial constraint.
- ✓ Annually review the MPO Long-Range Transportation Plan (LRTP) and recommend updates as necessary. The LRTP shall be updated at a minimum every five years.
- ✓ Annually prepare and recommend an MPO Unified Planning Work Program (UPWP) detailing projected work activities and a proposed budget for implementation.
- ✓ Prepare and recommend a MPO Public Participation Process (PPP) that outlines the promotion and utilization of public involvement, to be reviewed annually and updated as necessary.

Staff

The GIAMPO staff will be available to aid local officials and concerned citizens in implementing transportation and various community improvement programs in an overall effort to enhance the area. Staff members encourage and assist local leaders in several programs, with strong emphasis on the benefits of regional cooperation and coordination. Currently, the GIAMPO staff involved with transportation planning consists of a Metropolitan Planning Organization Program Manager supported by the Director of Public Works/City Engineer and the Assistant Public Works Director in conjunction with the Director of the Hall County Regional Planning Department, and various administrative staff.

Staff Time Estimates

Staff (equivalent staff time) Estimated	Staff Months	Est. Hours
Professional Staff (MPO Program Manager) - Direct	11.5	1,874 1,861

FY 2016 SIGNIFICANT PAST ACTIVITES

Adoption of the FIRST Grand Island Area Metropolitan Planning Organization’s Performance Based Long Range Transportation Plan.

Adoption of the FIRST Transportation Improvement Program for the GIAMPO Planning Area.

Begin a Transit Needs Assessment and Identification of various social services agencies.

GIAMPO Areas of Planning Emphasizes

FAST Act Implementation – On December 4, 2015, the Fixing Americas Surface Transportation (FAST) Act was signed in law. The Grand Island Area Metropolitan Planning Organization will continue to incorporate planning criteria and process as further guidance is developed in FY 2017. These will include but not limited to continue refining performance measures, reporting performance, and programming transportation investments directed toward the achievement of the established system performance outcomes as outlined in the eleven (11) Planning factors of the FAST Act.

Regional Models of Cooperation – As the goals are established for the GIAMPO Planning Process and Plan, goals will be established to “Ensure a Regional Approach to Transportation Planning by Promoting Cooperation and Coordination” for an effective and coordinated approach to transportation decision-making supporting common goals and capitalizing on opportunities related to project delivery, congestion management, safety, freight, livability, and commerce.

Ladders of Opportunity (Access to Essential Services) – During FY 2015, into FY 2016 the MPO in cooperation with the City of Grand Island will be contracting outside services to develop a “Transit Needs Analysis”. This study will address transportation connectivity gaps in accessing essential services and the needs of the community for alternative modes of transportation. These essential services include employment, Health Care, Schools/Education, and recreation.

Transit Needs Assessment – During the first two (2) quarters of FY 2017 the MPO and a selected consultant will be completing a comprehensive study of the transit needs in the Grand Island Urbanized area.

Comprehensive Coordinated Public Human Services Transportation Plan – Work will include coordinate with existing social service agencies for transportation.

MPO FY 2017 Work Elements

Element A - Unified Planning Work Program (UPWP)

Purpose: Develop and maintain the UPWP and budget including the following

Previous Work:
Approved FY 2015 and FY 2016 UPWP’s

- Activities:**
- Draft UPWP to NDOR by April 15, 2017
 - Finalize and adopt the 2018 UPWP and Budget by July 1, 2017
 - Maintain the 2017 UPWP and Budget through UPWP Amendments, as necessary
 - Maintain the annual FHWA PL and Section 5305 grant contracts and any subsequent amendments
 - Coordinate with planning partners regarding UPWP activities

- End Products:**
- Annual “DRAFT” FY 2018 UPWP submitted to NDOR prior to April 15, 2017
 - Amendments and Administration Modifications as needed

Budget - 180 MPO Program Manager Hours	Costs	Schedule
2017 UPWP and Budget Amendments	\$ 2,202.401,987.18	Ongoing
“DRAFT” UPWP	\$ 6,607.205,961.54	April 15, 2017
FY 2018 Approved UPWP	\$ 1,101.20—993.59	July 1, 2018
Other Direct	\$ <u>500.00</u>	
Total Budget	\$ 10,410.809,442.31	

Element B - Transportation Improvement Program (TIP)

Purpose:

This element is to develop, maintain and monitor a five-year program of transportation projects and the financial plan that demonstrates the program can reasonably be implemented. GIAMPO will monitor the program, and will also continue the effort to gain public input on significant projects, and will provide mechanisms to inform the public of the funding availability for federal, state, and local projects. It also addresses TITLE VI assurances and Environmental Justice with its development and amendments to the approved TIP.

Previous Work:

Adopted the Transportation Improvement Plan April 26, 2016

Activities:

- Meet with stakeholders, decision makers, and citizens concerning the Transportation Improvement Program (TIP) process and the TIP Program, when needed. This includes presentations of Grand Island’s one and six year road plans.
- Staff involvement on project related activities ensuring issues are properly identified and adequately addressed for timely implementation.
- Annual posting of federally funded projects for the previous fiscal year, including the status of every project in the first year of the previous TIP.

End Products:

- Final “Draft” submitted to NDOR by June 15, 2017
- Approved 5-year Transportation Improvement Program by July 1, 2017
- Amendments to the current approved Transportation Improvement Program (if necessary)
- Annual Posting of projects and status of year 1 of the previous TIP on GIAMPO’s website

Budget - 170 MPO Program Manager Hours	Costs	Schedule
Approved 5-year Transportation Improvement Program	\$ 4,404.803,974.36	3 rd Quarter
Federal/State Funds Expended Prior Year Publication	\$ 2,202.401,987.18	1 st Quarter
TIP Policy/Selection Process	\$ 1,376.501,241.99	3 rd Quarter
Present Grand Island’s 1 and 6 Year Road Plan	\$ 1,376.501,241.99	
Other Direct	\$ <u>1,500.00</u>	
Total Budget	\$10,860.20-9,945.52	

Element C – Public Participation Plan (PPP)

Purpose:

The initial PPP was developed in FY 2016, the foundation of the PPP is to enhance and encourage participation of stakeholders, decision makers, and citizens in the transportation planning process. Special efforts will focus on persons and groups that are typically under-represented in transportation planning or with special transportation needs, including, low-income, minority, elderly, and disabled populations. The continued enhancement of GIAMPO web site pages will take place in FY2017 and a review of the PPP, and development of a LED Plan will occur during FY 2017.

Previous Work:

- A web page was developed for the Grand Island Area Metropolitan Planning Organization where meeting agendas and minutes are posted. Meeting notices are advertised in accordance with the City of Grand Island’s open meeting policy.

Activities:

Opportunities for public participation will be offered at all future GIAMPO Policy Board meetings and TAC meetings on published agenda items.

- Continuing education about the MPO and the purpose of the MPO. This will be done with media interviews, GITV, and public speaking engagements with civic groups.
- The GIAMPO website will be maintained for meeting notices and information regarding transportation planning activities that affect the region.
- Maintenance and updating of social media sites such as Facebook and Twitter to inform interested parties on transportation planning activities.

End Product

- Updated as needed Approved Public Participation Plan

Budget - 196 MPO Program Manager Hours	Costs	Schedule
Title VI Mitigation/Assessment	\$ 3,303.602,980.77	Ongoing
Public Participation Plan Review	\$ 2,202.401,987.18	Ongoing
Web Site Development/Maintenance	\$ 2,753.002,483.98	Ongoing
Civic Group Speaking/Plan development Activities	\$ 1,101.20—993.59	Ongoing
Media Interviews	\$ 550.61496.80	Ongoing
GITV Programing	\$ 880.96794.87	Ongoing
Other Direct	\$ <u>2,802.50</u>	
Total Budget	\$ 13,594.2612,539.69	

Element D – Short Range Planning Activities

Purpose:
To identify short range transportation needs and problems, present alternative solutions and evaluation criteria assisting policy makers in development and adoption of plans and programs that optimize efficient management of the existing transportation system. Other activities include activities that such as the review and maintenance of the Highway Function Classification System, assisting the Nebraska Department of Roads in Highway Performance Management System data collection and implementation of identified performance measures system-wide.

Previous Work:
This is a new planning work element for the MPO and is anticipated to be an on-going activity in future Unified Planning Work Programs. The planning efforts under this work element will concentrate on studies and work activities that can be considered improvements of system management and operations (M&O), formally identified as Transportation System Management (TSM), and analyses regional transportation as an interconnected set of services and systems to improve system performance through better management and use of the multimodal transportation network.

- Activities:**
- Review and update of the Highway Function Classification System in coordination with NDOR as needed
 - Assisting the Nebraska Department of Roads in Highway Performance Management System data collection (i.e. traffic data collection)
 - Implementation and review of identified performance measures
 - Addressing local concerns that have been identified through the (3-C) transportation planning process
 - Development of a process to identify areas where low cost safety counter measures can be implemented Identification and development of traffic engineering improvements and begin integrating safety conscious planning to address vehicle crashes and general operations of the transportation system that are identified through system wide analysis or through complaints and concerns of citizens and elected officials.
 - Evaluation of travel simulation/intersection capacity software (i.e. Sycro, HCM)

- End Products**
- Updated Highway Function Classification System
 - Identification of Highway Performance data for HPMS
 - Purchase of traffic counting equipment and supplies

Budget – 120 MPO Program Manager Hours	Costs	Schedule
Development of processes for activities	\$ 6,607.205,961.54	On-going
Other Direct	\$ <u>500.00</u>	
Total Budget	\$ 7,107.206,461.54	

Element E– Long-Range Transportation Plan (LRTP)

Purpose:
The LRTP includes long-range and short-range strategies/actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods. It will be developed with regards to the intent and requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21) passed in July 2012 and guidance by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Nebraska Department of Roads (NDOR). The consultant and MPO Program Manager shall coordinate development and completion of all activities with respective stakeholders.

Previous Work:

A Request-For-Proposal for Professional Services to perform the development of the Long Range Transportation Plan was developed. Consultant selection process, and signed agreements were put in place the fourth quarter of FY 2014.

Consultant selection was made and the development of the LRTP began March 2015, including a travel demand model.

Work on the development of the LRTP began in the 3rd quarter of FY 2015 with approval on April 26, 2016.

Activities:

- Through the development of the LRTP, the need was identified to work on the development of a Master Bike/Ped Plan for the urbanized area. During FY 2017, the MPO will work with identified stakeholders to develop a RFP, identify funding for a Master Plan, and complete the Master Plan
- Bring in-house the Travel-Demand Model
- Maintain the TAZ’s and Independent variables as new data is available

End Products:

- A Master Bike/Ped Plan for the urbanized area
- Successful migration of the travel demand model to the MPO
- Up-to-data model and data base

Budget - 140 MPO Program Manager Hours	Costs	Schedule
Master Bike/Ped Plan – Outside Consultant (Portion of Costs)	\$ 60,675.68 59,969.23	2 nd Quarter
In-House travel-demand model	\$ 3,015.88 2,980.77	1 st Quarter
Up-to-date independent variables database	\$ 1,005.29 993.59	On-Going
Other Direct	\$ <u>1,500.00</u>	
Total Budget	\$66,196.8665,443.59	

Element F – Transit Planning

Purpose:

In 2012, the City of Grand Island became the designated recipient to receive the FTA 5307(Urban) transit funds. In 2013, the City and Hall County entered into an interlocal agreement for Hall County Transportation to continue to operate services using unexpended FTA 5311(Rural) funds during a transitional period. During CY 2016 the MPO will work with the City of Grand Island and Hall County to develop and finalize a transitional plan for transit services in the City of Grand Island and Hall County. The plan must at a minimum provide a level of service for transit customers consistent with the level of service that has been offered by Hall County Transportation. The transitional plan will also take into account, possible additional services based on funding and identified needs of the community.

Previous Work:

Preliminary discussions and the development of a MOA for Hall County to continue providing transit and para-transit services within the study area.

Development of a RFP for consulting services to perform a Transit Needs Analysis Study to identify Transit Needs and “Ladders of Opportunity”, and how best to address those needs within the MPO Study Area.

Activity:

- A Transit Needs Analysis Plan and recommendations for Transit Alternatives in Grand Island Urban Area
- **Staff involvement with financial and grant management of local transit**
- **Coordination with region’s transit services provider**

End Product:

- Development of a Transition Plan and recommendations with timelines, expected funding and procurement policies
- **Submittal and management of grants**

Budget – 675 MPO Program Manger Hours	Costs	Schedule
MPO Planning Transit Needs Analysis	\$ 13,795.59 13,661.87	
Financial and Grant Management of Local Transit	\$ 20,066.31 19,871.81	
Transit Needs Analysis Study – Outside Consultant Section 5307	\$150,000.00	
Other Direct (Training, Travel, Misc.)	\$ 981.85 950.48	
Total Budget	\$184,843.75184,484.16	

Element G – Administration/Systems Management (ASM)

Purpose:

The General administration of the transportation planning program for the Grand Island Area Metropolitan Planning Organization.

Previous Work:

- Adopted By-Laws for the Technical Advisory Committee on March 25, 2014
- Adopted By-Laws for the Policy Committee in July 23, 2013, and amended September 17, 2013
- Hired the Metropolitan Planning Manager on February 28, 2014
- Set meeting schedules for the Policy Board and TAC
- Developing the FY 2016 UPWP
- Created of the GIAMPO web page
- Established reporting and invoicing practices for transportation planning program
- Provided for office and office equipment for the MPO Staff including computers, printers, furniture, phone and other necessary tools

Activities:

- Compile and submit quarterly reimbursement reports to NDOR
- Compile and submit quarterly progress reports to NDOR
- Manage the GIAMPO Funding Streams
- Track the status of UPWP budget and activities

End Product:

- General Administration of the established 3-C Transportation Planning Process for the Grand Island Area Metropolitan Planning OrganizationTransportation Study
- FY 2017 Quarterly Reimbursement Requests and Quarterly Activities Reports

Budget - 380 MPO Program Manager Hours	Costs	Schedule
Direct		
Prepare Meetings for Policy Board and TAC	\$ 4,891.893,702.57	Ongoing
Meeting Minutes and other Documentation	\$ 5,548.264,199.36	Ongoing
Administration of Program/Reporting Documentation	\$ 6,328.294,789.75	Ongoing
Manage Funding Streams and Budget	\$ 8,173.756,186.54	Ongoing
	\$ 24,942.1818,878.22	
Other Direct		
Office Supplies, Phone, Advertisement, Misc.	\$ 2,271.001,200.00	Ongoing
Software Maintenance – TransCAD	\$ 1,200.00	Ongoing
Training/Conferences/Travel	\$ <u>5,500.00</u>	Ongoing
	\$ 8,971.007,900.00	
Admin. Total	\$33,913.1826,778.22	

Budget

It is anticipated that the cost of implementing this UPWP for GIAMPO will be ~~\$326,926.25315,095.03~~, during fiscal year 2017. Based on the formula funding for MPOs in Nebraska, in FY 2016 GIAMPO is eligible for up to \$113,666. Federal Highway Planning funds, and \$27,875 Federal Transit Section 5305 funds for staffing and other expenses. An additional \$150,000 Federal Transit Section 5303 & 5307 is programmed for a Transit Needs Analysis. The City of Grand Island, by agreement provides at least a 20% match. Total revenue for the MPO planning program equals **\$326,926.25**.

Grand Island Area Metropolitan Planning Organization

DISTRIBUTION OF COSTS BY WORK ELEMENT

FY 2017 "Preliminary UPWP"

FY 2017 FEDERAL HIGHWAY ADMINISTRATION (FHWA) PL - PROGRAM COSTS

July 1, 2016 - June 30, 2017

Project Number - TBA , Control Number - TBA Agreement TBA

The below modifications are based on the following reasons:
 - To reflect the latest MPO Program Manager's effective wage rate and fringe benefits rate
 - To program the remaining available FHWA and FTA revenue

Category	Cost Category	Hours	Total	NE Federal 0.80	Grand Island 0.20	Total 100
UPWP						
	Direct Labor	180	6,166.80	4,933.44	1,233.36	6,166.80
	Fringe/Indirect		3,744.00	2,995.20	748.80	3,744.00
	Other Direct		500.00	400.00	100.00	500.00
	Total Unified Planning Work Program		\$10,410.80	8,328.64	\$2,082.16	\$10,410.80
TIP						
	Direct Labor	170	5,824.20	4,659.36	1,164.84	5,824.20
	Fringe/Indirect		3,536.00	2,828.80	707.20	3,536.00
	Other Direct		1,500.00	1,200.00	300.00	1,500.00
	Total Transportation Improvement Program		\$10,860.20	8,688.16	\$2,172.04	2,202.04
PPP-Public Participation Plan						
	Direct Labor	198	6,714.96	5,371.97	1,342.99	6,714.96
	Fringe/Indirect		4,076.80	3,261.44	815.36	4,076.80
	Other Direct		2,802.50	2,242.00	560.50	2,802.50
	Total Public Participation Plan		\$13,594.26	10,875.41	2,718.85	13,594.26
Short Range Studies/Data Development/Maintenance						
	Direct Labor	120	4,111.20	3,288.96	822.24	4,111.20
	Fringe/Indirect		2,496.00	1,996.80	499.20	2,496.00
	Other Direct		500.00	400.00	100.00	500.00
	Total Short Range Studies/Data Maintenance		\$7,107.20	5,685.76	1,421.44	7,107.20
Long Range Transportation Plan/Travel Demand Model						
	Direct Labor	140	4,796.40	3,837.12	959.28	4,796.40
	Fringe/Indirect		2,912.00	2,329.60	582.40	2,912.00
	Master Bike/Ped Plan - Outside Consultant Service		56,988.46	45,590.77	11,397.69	56,988.46
	Other Direct		1,500.00	1,200.00	300.00	1,500.00
	Total Long Range Transportation Plan/Travel Demand Model		\$66,196.86	52,957.49	13,239.37	66,196.86
Transit Planning						
	Direct Labor	Previous Hours - 675 → 816	21,069.90	16,855.92	4,213.98	21,069.90
	Fringe/Indirect		12,792.00	10,233.60	2,558.40	12,792.00
	Transit Needs Analysis - Outside Consultant Section 5303		25,000.00	20,000.00	5,000.00	25,000.00
	Transit Needs Analysis - Outside Consultant Section 5307		125,000.00	100,000.00	25,000.00	125,000.00
	Other Direct/Training		981.85	785.48	196.37	981.85
	Total Cost Transit Planning		\$184,843.75	147,875.00	\$36,968.75	\$184,843.75
Administration/System Management						
	Direct Labor	Previous Hours - 380 → 463	15,519.78	12,415.82	3,103.96	15,519.78
	Fringe/Indirect		9,422.40	7,537.92	1,884.48	9,422.40
	Other Direct		2,271.00	1,816.80	454.20	2,271.00
	Software Maintenance TransCAD and Simulation		1,200.00	960.00	240.00	1,200.00
	Training/Conferences		5,500.00	4,400.00	1,100.00	5,500.00
	Total Administration/System Management		\$33,913.18	27,130.54	6,782.64	33,913.18
FHWA 2017						
	Direct Labor FHWA	1258	43,133.34	34,506.67	8,626.67	43,133.34
	Fringe/Indirect FHWA		26,187.20	20,949.76	5,237.44	26,187.20
	Other Direct		72,761.96	58,209.57	14,552.39	72,761.96
	Grand Total FHWA PL UPWP		\$142,082.50	\$113,666.00	\$28,416.50	\$142,082.50
FTA 6306						
	Direct Labor FTA	816	21,069.90	16,855.92	4,213.98	21,069.90
	Fringe/Indirect FTA		12,792.00	10,233.60	2,558.40	12,792.00
	Other Direct		150,981.85	120,785.48	30,196.37	150,981.85
	Grand Total FTA Section 6306		\$184,843.75	147,875.00	\$36,968.75	\$184,843.75
NOTES:						
Total Highway Planning Federal Highway Planning - FHWA			\$142,082.50	\$113,666.00	\$28,416.50	\$142,082.50
Total Transit Federal Transit Administration			\$184,843.75	\$147,875.00	\$36,968.75	\$184,843.75
Total FY 2017 UPWP			\$326,926.25	\$261,541.00	\$65,385.25	\$326,926.25
FHWA Available Revenue						
FTA Available Revenue			\$34,843.75	\$27,875.00	\$6,968.75	\$34,843.75
FTA Carry Over 5307			\$125,000.00	\$100,000.00	\$25,000.00	\$125,000.00
FTA Carry Over 5303			\$25,000.00	\$20,000.00	\$5,000.00	\$25,000.00
Remaining FHWA Funds						
Remaining FTA Funds			\$0.00	\$0.00	\$0.00	\$0.00
Total Program Funds Remaining			\$0.00	\$0.00	\$0.00	\$0.00

"DRAFT" – Submitted April 2016 for Comment – Revision includes \$100,000 FTA Section 5307 funds that were approved for FY 2015, and \$20,000 FTA Section 5303 funds; this increased the Transit Planning Budget to reflect those funds for the Transit Needs Analysis Study.

Transit Planning Section 5307 & Section 5303 use of funds for the Transit Needs Analysis are reflected in the UPWP identifying that Federal Transit Funds will be used for the study.

Technical Advisory Committee

Monday, November 21, 2016

Regular Session

Item J1

MPO Financial Update

Staff Contact: Allan Zafft, MPO Program Manager

Financial Update Unified Planning Work Program

State Fiscal Year 2016 – Entire Year (July 1, 2015 to June 30, 2016)

Category	Budget	Expenditure	Percent Expenditure
Unified Planning Work Program	\$ 9,191	\$ 3,330	36%
Transportation Improvement Program	\$ 15,265	\$ 4,189	27%
Public Participation Plan	\$ 19,851	\$ 12,162	61%
Short Range Studies	\$ 6,747	\$ 3,062	45%
Long Range Transportation Plan	\$ 38,994	\$ 31,851	82%
- LRTP (Outside Services)	\$ 197,619	\$ 224,407	114%
Transit Planning	\$ 23,803	\$ 13,243	56%
- Transit Needs Study (Outside Services)	\$ 150,000	\$ -	0%
Administration	\$ 42,714	\$ 14,579	34%
Total	\$ 504,184	\$ 306,823	61%

Work Completed for Entire Year

- Adopted the FY 2016 Unified Planning Work Program
- Adopted the FY 2016-2020 Transportation Improvement Program
- Adopted the Public Participation Plan
- Completed the Self-Certification of MPO Planning Process
- Selected a transit transportation provider to operate the transportation services

State Fiscal Year 2017 – First Quarter (July 1, 2016 to September 30, 2016)

Category	Budget	Expenditure	Percent Expenditure
Unified Planning Work Program	\$ 10,411	\$ 220	2%
Transportation Improvement Program	\$ 10,860	\$ 1,982	18%
Public Participation Plan	\$ 13,594	\$ 2,050	15%
Short Range Studies	\$ 7,107	\$ 798	11%
Long Range Transportation Plan	\$ 9,208	\$ 1,872	20%
- Bicycle/Pedestrian Master Plan (Outside Services)	\$ 56,988	\$ -	0%
Transit Planning	\$ 34,844	\$ 10,304	30%
- Transit Needs Study (Outside Services)	\$ 150,000	\$ -	0%
Administration	\$ 33,913	\$ 7,496	22%
Total	\$ 326,926	\$ 24,723	8%

Work Completed for First Quarter

- Approved Amendment No. 1 for FY 2016-2020 Transportation Improvement Program
- Prepared and held Transportation Advisory Committee and Policy Board meetings in August
- Began updates and enhancements to the GIAMPO website
- Completed a draft Request for Qualifications for Bicycle and Pedestrian Master Plan
- Developed a draft GIAMPO American with Disabilities (ADA) Self-Evaluation and Transition Plan
- Submitted a FTA 5307 grant application for transit operations in the Grand Island Urbanized Area
- Developed a draft DBE Program and Goal document for the City of Grand Island
- Completed a draft Request for Qualifications for a Regional Transit Needs and Feasibility Study

Technical Advisory Committee

Monday, November 21, 2016

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Item J2

1 & 6 Plan

The One & Six Year Street Improvement Plan is developed each year and outlines the street improvement projects that are being planned in a six-year period. The Board of Public Roads, Classifications, and Standards require that the Department of Roads, each municipality, and each County within the State develop and file a One- and Six- Year Plan of highway, road, and street improvements. The proposed 2017 One & Six Year Street Improvement Plan for Grand Island is schedule for approval by Regional Planning Commission in January 2017.

Staff Contact: John Collins PE, Public Works Director

Draft 1 & 6 Year Street Improvement Plan
City of Grand Island, Nebraska

Previous Year Projects –

Project No.	Project	Date Completed (actual or estimated)	Projected Cost
M-310 (89)	Capital Avenue Widening; Webb Road to Broadwell Avenue	November 2016, substantially complete	\$ 10,166,000
M-310 (267)	Blaine Street Bridge Replacement	March 1, 2016	\$ 500,000
M-310 (584)	Stolley Park Road Rehabilitation & Reconfiguration	Changed to Phased, delayed to 1 & 6 year plan	\$ 1,500,000
M-310 (598)	Sky Park Road & Airport Road Intersection Improvements	October 1, 2016	\$ 10,000
M-310 (628)	4 th Street & 5 th Street Community Development Block Grant	Construction occurred 2015 & 2016, continue to 1 year plan	\$ 843,262
M-310 (635)	Local Resurfacing; includes 1 st Street & 2 nd Street (Hwy 30)	July 1, 2016	\$ 956,000
M-310 (636)	Wagh Street Realignment	July 1, 2016	\$ 135,000
M-310 (637)	Jefferson Street Paving	September 1, 2016	\$ 300,000
M-310 (638)	Adams Street Widening & Roundabout	Delayed to 1 year plan	\$ 1,000,000
M-310 (639)	State Fair Boulevard & South Locust Street Traffic Signal Relocation	August 1, 2016	\$ 51,000
M-310 (640)	Pavement Lifting & Stabilization on South Locust Street	August 1, 2016	\$ 250,000
M-310 (641)	Pavement Condition Survey (GASB requirement)	November 1, 2016	\$ 200,000

\$ 15,911,262

Draft 1 & 6 Year Street Improvement Plan
City of Grand Island, Nebraska

One Year Projects –

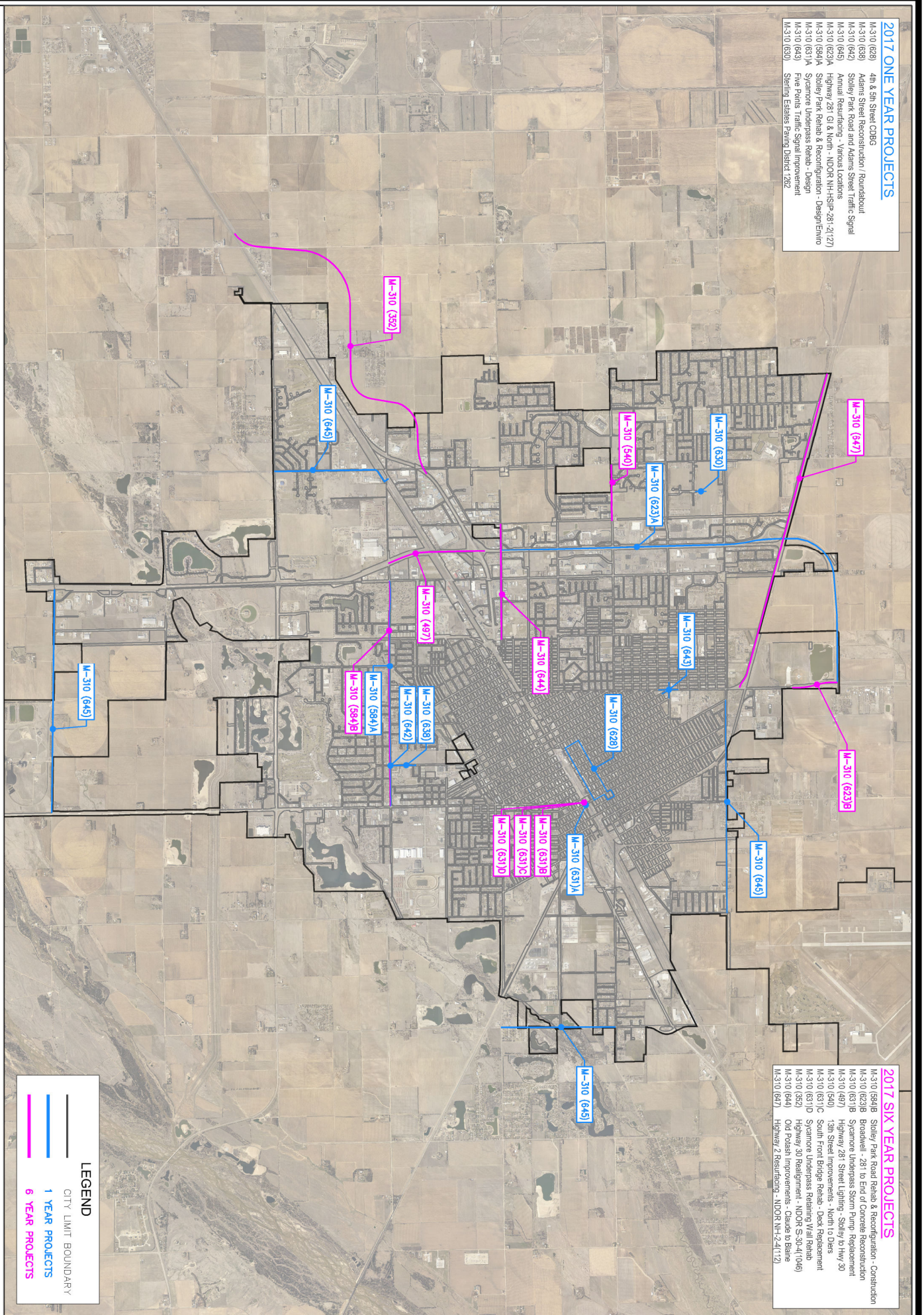
Project No.	Project	Total Estimated Cost	City Estimated Cost
M-310 (628)	4th Street & 5th Street Community Development Block Grant	\$ 400,000	\$ 400,000
M-310 (638)	Adams Street Widening, Roundabout & Traffic Signal Installation	\$ 1,000,000	\$ 500,000
M-310 (645)	Asphalt Resurfacing, 2017-AC-1	\$ 900,000	\$ 900,000
M-310 (623)A	Hwy 281 in GI & North - NDOR, NH-HSIP-281-2(127), City Share Est. \$2M	\$ 19,048,000	\$ 3,800,000
M-310 (623)B	Broadwell Ave - Hwy 281 to End Concrete Reconstruction	\$ 1,800,000	\$ 1,800,000
M-310 (584)A	Stolley Park Road Rehabilitation & Reconfiguration - Design & Environment	\$ 135,000	\$ 13,500
M-310 (631)A	Sycamore Underpass Rehabilitation - Desing	\$ 80,000	\$ 80,000
M-310 (643)	Five Points Traffic Signal Improvements	\$ 350,000	\$ 350,000
M-310 (630)	Sterling Estates Paving District No. 1262	\$ 300,000	\$ 150,000
		\$ 24,013,000	\$ 7,993,500

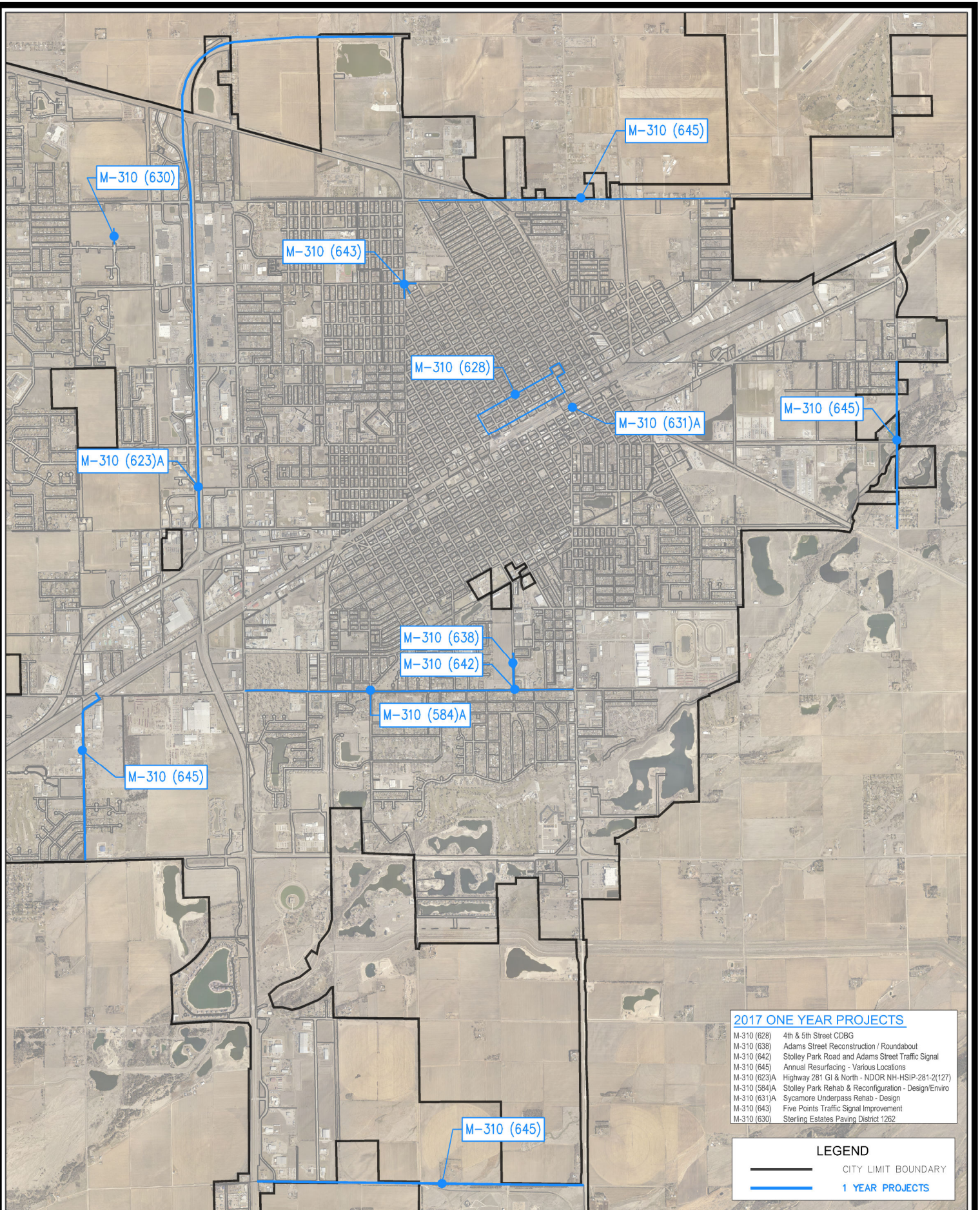
Draft 1 & 6 Year Street Improvement Plan
City of Grand Island, Nebraska

Six Year Projects –

Project No.	Project	Total Estimated Cost	City Estimated Cost
M-310 (628)	4th Street & 5th Street Community Development Block Grant	\$ 400,000	\$ 400,000
M-310 (638)	Adams St Widening, Roundabout & Traffic Signal Installation	\$ 1,000,000	\$ 500,000
M-310 (645)	Asphalt Resurfacing, 2017-AC-1	\$ 900,000	\$ 900,000
M-310 (623)A	Highway 281 in Grand Island & North - NDOR, NH-HSIP-281-2 (127), City Share Est. \$2M	\$ 8,800,000	\$ 2,000,000
M-310 (623)B	Broadwell Ave - Hwy 281 to End Concrete Reconstruction	\$ 1,800,000	\$ 1,800,000
M-310 (584)A	Stolley Park Rehabilitation & Reconfiguration - Design & Environmental	\$ 135,000	\$ 13,500
M-310 (631)A	Sycamore Underpass Rehab - Design	\$ 80,000	\$ 80,000
M-310 (643)*	Five Points Traffic Signal Improvement	\$ 350,000	\$ 350,000
M-310 (630)*	Sterling Estates Paving District No. 1262	\$ 300,000	\$ 150,000
M-310 (584)B	Stolley Park Rehabilitation & Reconfiguration - Construction	\$ 1,500,000	\$ 150,000
M-310 (631)B	Sycamore Underpass Storm Pump Replacement	\$ 60,000	\$ 60,000
M-310 (631)C	South Front Street Bridge Rehab - Deck Replacement	\$ 1,000,000	\$ 1,000,000
M-310 (631)D	Sycamore Underpass Retaining Wall Rehabilitation	\$ 1,000,000	\$ 1,000,000
M-310 (352)	Highway 30 Realignment, S-30-4(1046) - City Share Est. \$10M	\$ 29,320,000	\$ 10,000,000
M-310 (647)*	Highway 2 Resurfacing NDOR, NH-2-4(112) - City Share Est. \$600K	\$ 3,750,000	\$ 600,000
M-310 (633)	Swift Rd Connector - Deleted until programmed	\$ 1,500,000	\$ -

*Added projects from previous year

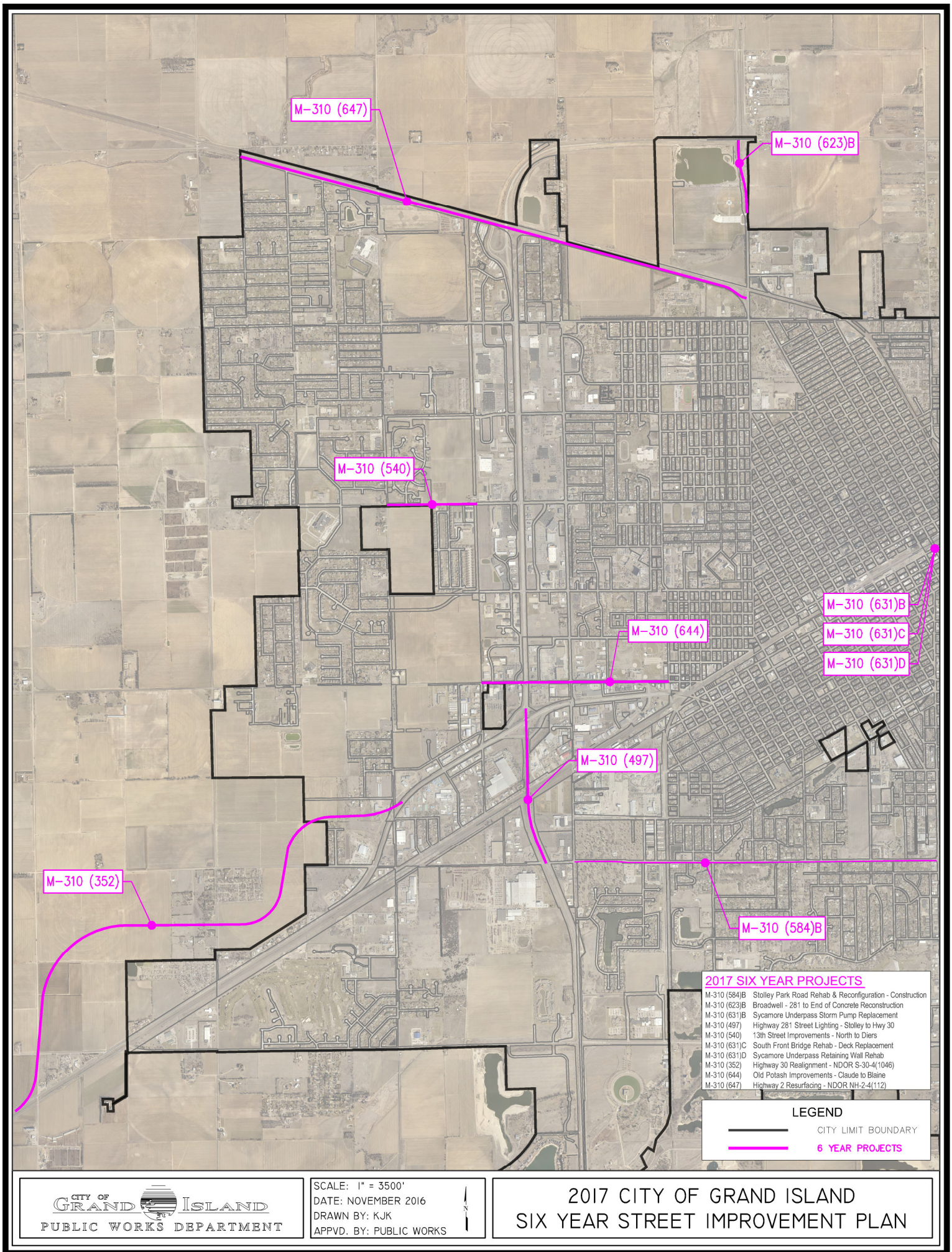




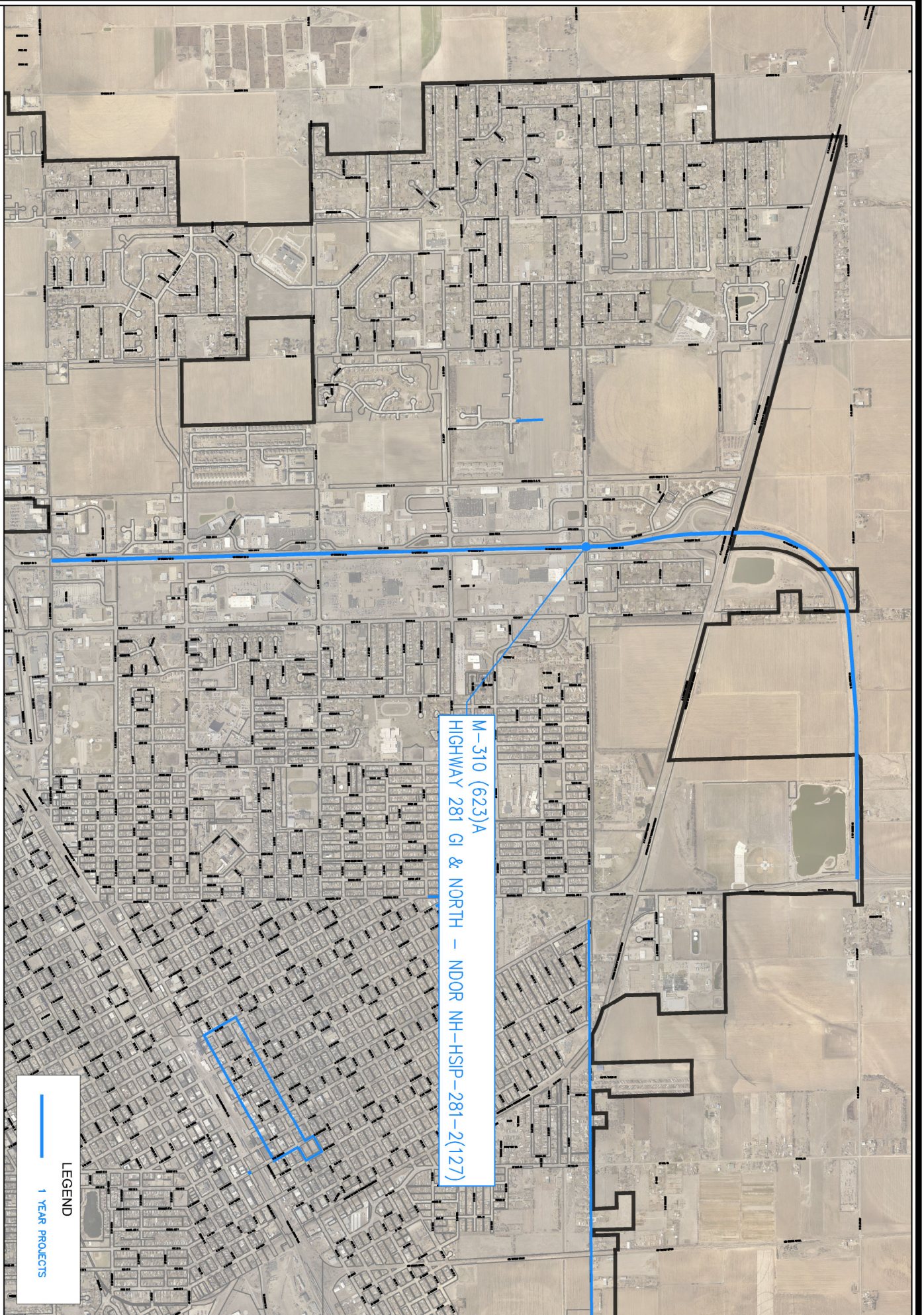
CITY OF
GRAND ISLAND
PUBLIC WORKS DEPARTMENT

SCALE: 1" = 4000'
DATE: NOVEMBER 2016
DRAWN BY: KJK
APPVD. BY: PUBLIC WORKS

2017 CITY OF GRAND ISLAND ONE YEAR STREET IMPROVEMENT PLAN

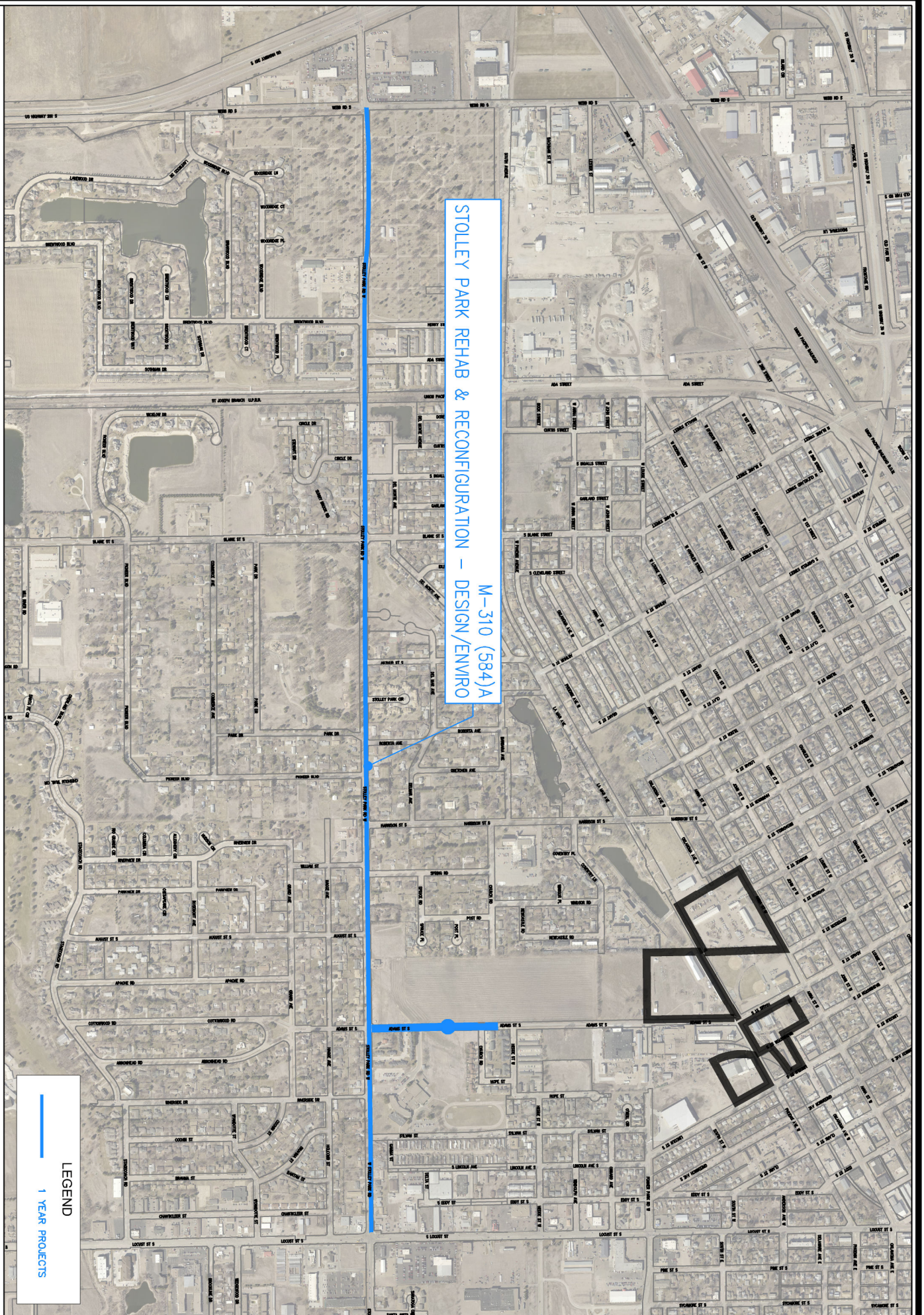


2017 CITY OF GRAND ISLAND
ONE YEAR STREET IMPROVEMENT PLAN



LEGEND
1 YEAR PROJECTS

2017 CITY OF GRAND ISLAND
ONE YEAR STREET IMPROVEMENT PLAN



2016 CITY OF GRAND ISLAND
ONE YEAR STREET IMPROVEMENT PLAN



2017 CITY OF GRAND ISLAND
ONE YEAR STREET IMPROVEMENT PLAN

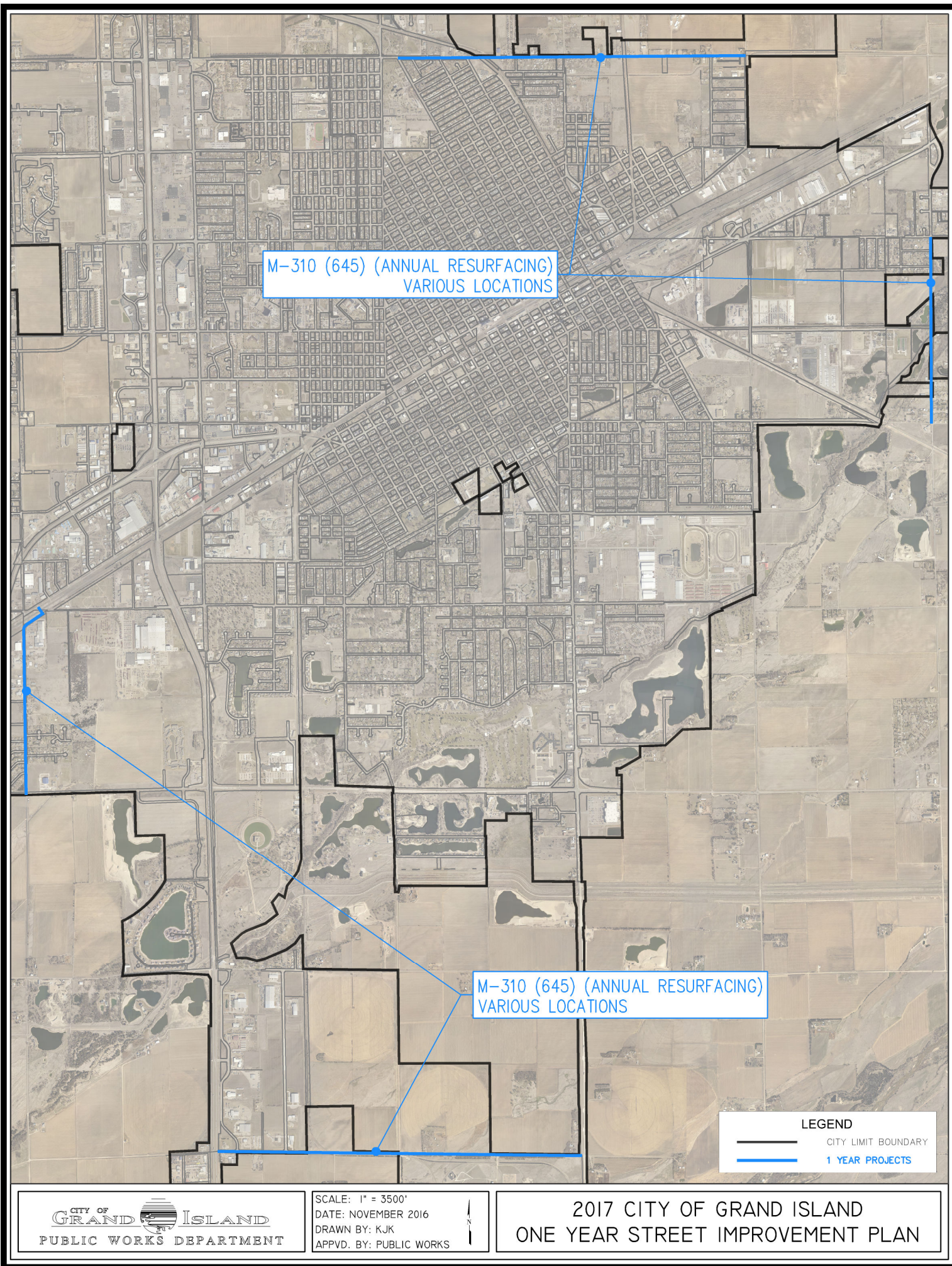


2017 CITY OF GRAND ISLAND
ONE YEAR STREET IMPROVEMENT PLAN



2017 CITY OF GRAND ISLAND ONE YEAR STREET IMPROVEMENT PLAN





Technical Advisory Committee

Monday, November 21, 2016

Regular Session

Item J3

Other Business

Staff Contact: Chad Nabity, Regional Planning Director