



GIAMPO – Technical Advisory Committee

Monday, February 13, 2017

**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 November 21, 2016 Technical Advisory Committee
4. Election of Chair and Vice-Chair
5. Approval Recommendation of Final Draft Public Participation Plan Amendment No. 1
6. Approval Recommendation of Final Draft Unified Planning Work Program Amendment No. 1
7. Approval Recommendation of Consultant Selection for Regional Transit Needs and Feasibility Study
8. Administrative Modification of Transportation Improvement Program (TIP)
9. MPO Financial Update
10. Bicycle and Pedestrian Master Plan Update
11. Nebraska State Freight Plan
12. Other Business

13. Next Meeting

14. Adjournment

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

Technical Advisory Committee

Monday, February 13, 2017

Regular Session

Item C1

Approval of Minutes from the November 21, 2016 Technical Advisory Committee

Staff Contact: Chad Nabity, Regional Planning Director

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

November 21, 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 | Absent |
| John Collins, City of Grand Island, Public Works Director | Present |
| Marlan Ferguson, City of Grand Island, City Administrator | Absent |
| Chad Nability, Hall County Regional Planning Director | Present |
| Casey Sherlock, Hall County Public Works Director | Absent |
| Mike Meyer, Merrick County Hwy Superintendent | Present |
| Wes Wahlgren, NDOR District 4 Engineer | Present |
| Brad Zumwalt, NDOR Highway Planning Manager | Absent |
| Ramona Schafer, Village of Alda | Present |

Non-Voting Members in Attendance:

| | |
|---|---------|
| Bentley Tomlin, Burling Northern Santa Fe Railroad | Absent |
| Mike Olson, Central NE Regional Airport | Absent |
| Allan Zafft, City of Grand Island MPO Program Manager | Present |
| Shannon Callahan, City of Grand Island Street Superintendent | Absent |
| Renae Griffiths, City of Grand Island Finance Director | Present |
| William Clingman, City of Grand Island Asst. Finance Director | Absent |
| 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 | Present |
| 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 Transportation Program Specialist | 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 | Present |
| Jeff Soula, NDOR Local Projects Urban Engineer | Absent |
| Kyle Nodgaard, Union Pacific Railroad | Absent |
| Kelli O'Brien, Union Pacific Railroad | Absent |

Call to Order

Nability 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 October 17, 2016 Technical Advisory Committee

Motion by Wahlgren to approve the minutes of the October 17, 2016 meeting, seconded by Collins. 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 at the October 17, 2016 meeting. This item is being presented to TAC in order to be in compliance with the current Public Participation Plan. A thirty (30) day comment period was open from October 18, 2016 to November 18, 2016, with no comments received. Notice of the public comment period was posted in the Grand Island Independent, City of Grand Island Public Works Facebook page, and the City of Grand Island website. At this time TAC is asked to recommend approval of the final draft LRTP Amendment No.1 to the Policy Board.

Motion by Collins to approve Recommendation of Final Draft Long Range Transportation Plan (LRTP) Amendment No. 1, seconded by Meyer. Upon voice vote, all voted aye. Motion adopted.

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

Zafft stated the current Public Participation Plan; which was approved November 2015 to accommodate the progression of work programs (Long Range Transportation Plan & Unified Planning Work Program) is tailored for monthly TAC and Policy Board meetings. This amendment will allow more flexibility within the Bylaws regarding meeting frequency and TAC will have the ability to open public comment periods without consent from the Policy Board. This change will reduce the need for special meetings. Salac noted this will mirror other MPOs within Nebraska and is a move in the right direction.

Motion by Wahlgren to approve Release and Recommendation of Final Draft Public Participation Plan Amendment No. 1 for Public Comments, seconded by Meyer. Upon voice vote, all voted aye. Motion adopted.

Administrative Modification of Unified Planning Work Program (UPWP)

Zafft informed TAC that a change to the 2017 UPWP is necessary to account for the budget changes reflecting wage and fringe benefit rates. The remaining balance from these changes has been allocated to increase Administration hours (additional funds to office supplies & phone) and reduce Transit hours. This item is informational only – to keep transparency.

MPO Financial Update

Zafft provided a financial update for State Fiscal Year 2016 (July 1, 2015 – June 30, 2016), as well as State Fiscal Year 2017 First Quarter (July 1, 2016 – September 30, 2016). It is to be noted the Transit Needs Study was originally scheduled during FY 2016, however was moved to FY 2017. This update will be provided to TAC for each quarter.

1 & 6 Plan

Collins presented the draft 1 & 6 Plan, which will be presented to the Regional Planning Commission at their December 7, 2016 meeting for recommendation of approval forwarded to City Council either at their December 27, 2016 or January 10, 2017 meeting. Projects to note are:

- Stolley Park Road Rehabilitation & Reconfiguration – this is slated to be a 2018 project with Nebraska Department of Roads
- Highway 281 Northbound – City share is scheduled to be paid over two (2) fiscal years [\$1.9M FY 16/17 & \$1.9M 17/18]
- Sycamore Underpass Rehabilitation – will more than likely cover a four (4) year timeframe

Other Business

- Zafft informed the Committee submittals were received on November 17, 2016 for the Transit Feasibility Study RFQ, with four (4) firms responding. Once a firm is selected negotiations will begin, with a recommendation request from TAC and approval from the Policy Board. It is anticipated that a contract will be executed February 2017.
- Zafft updated the Committee on the Bike/Pedestrian Master Plan Study RFP, which has been sent to firms and advertised publicly, and is scheduled to receive submittals on December 15, 2016.
- Zafft notified the Committee that Amendment No. 1 with Senior Citizens Industries, Inc. for Transit Services is being presented to City Council on November 22, 2016 to address payment of actual costs (up to the original agreed upon maximum) monthly, reduce the insurance requirement from \$5M to \$1M, and eliminate the cab fare program as it is an ineligible expense for federal reimbursement and this will reduce costs by approximately \$60,000.

Next Meeting Date

The next Meeting of the TAC will be on December 12, 2016 at 10:00 am.

Adjournment

There being no further business, Nabyt adjourned the meeting at 10:38 am.

Technical Advisory Committee

Monday, February 13, 2017

Regular Session

Item H1

Election of Chair and Vice-Chair

Staff Contact: Chad Nabity, Regional Planning Director

Technical Advisory Committee

Monday, February 13, 2017

Regular Session

Item H2

Approval Recommendation of Final Draft Public Participation Plan Amendment No. 1

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

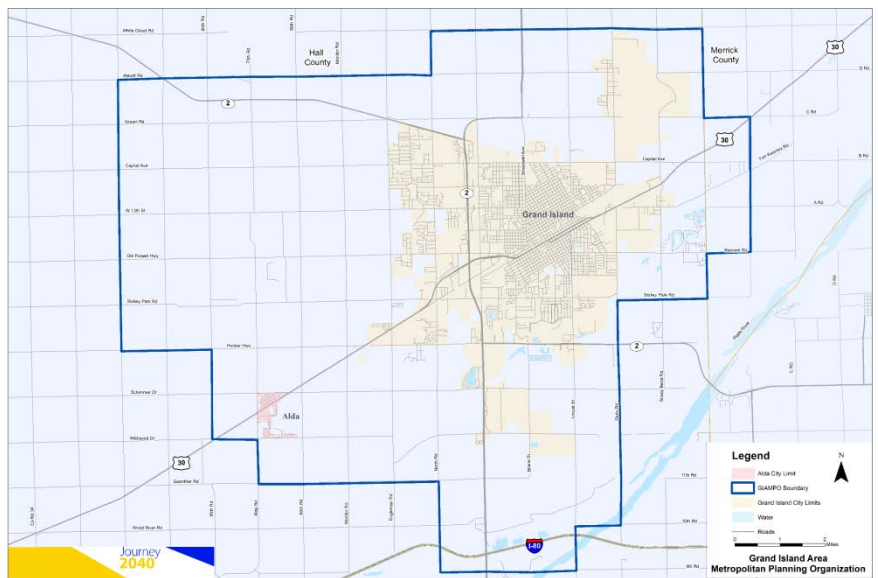
3. GIAMPO Policy Board approval

On November 22, 2016, the GIAMPO Policy Board approved the release and recommendation of Amendment No. 1 for public comments. The public comment period began on December 22, 2016 and ended on January 23, 2017 with no comments.

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)
December 22, 2016 – Public Review and Comment**

Contents

| | |
|---|----|
| Introduction and History of the Planning Process for the GIAMPO Area | 2 |
| Guiding Principles | 3 |
| Benefits of Public Participation..... | 3 |
| Goals for Public Involvement | 3 |
| GIAMPO’s Agency Membership..... | 4 |
| Public Involvement Methods | 6 |
| Engaging Traditionally Underserved Populations..... | 8 |
| Evaluating Public Participation Strategies | 9 |
| MPO Planning and Program Documents | 10 |
| Long Range Transportation Plan (LRTP) – <i>Currently “Journey 2040”</i> | 11 |
| Updates and Amendments – Adoption by March 27, 2016 | 11 |
| Transportation Improvement Program (TIP) | 12 |
| Transportation Improvement Program (TIP) - Continued | 13 |
| Transportation Improvement Program (TIP) - Continued | 14 |
| Unified Planning Work Program (UPWP)..... | 15 |
| Unified Planning Work Program (UPWP) - Continued..... | 16 |
| Public Participation Plan (PPP)..... | 17 |

Adopted November 24, 2015

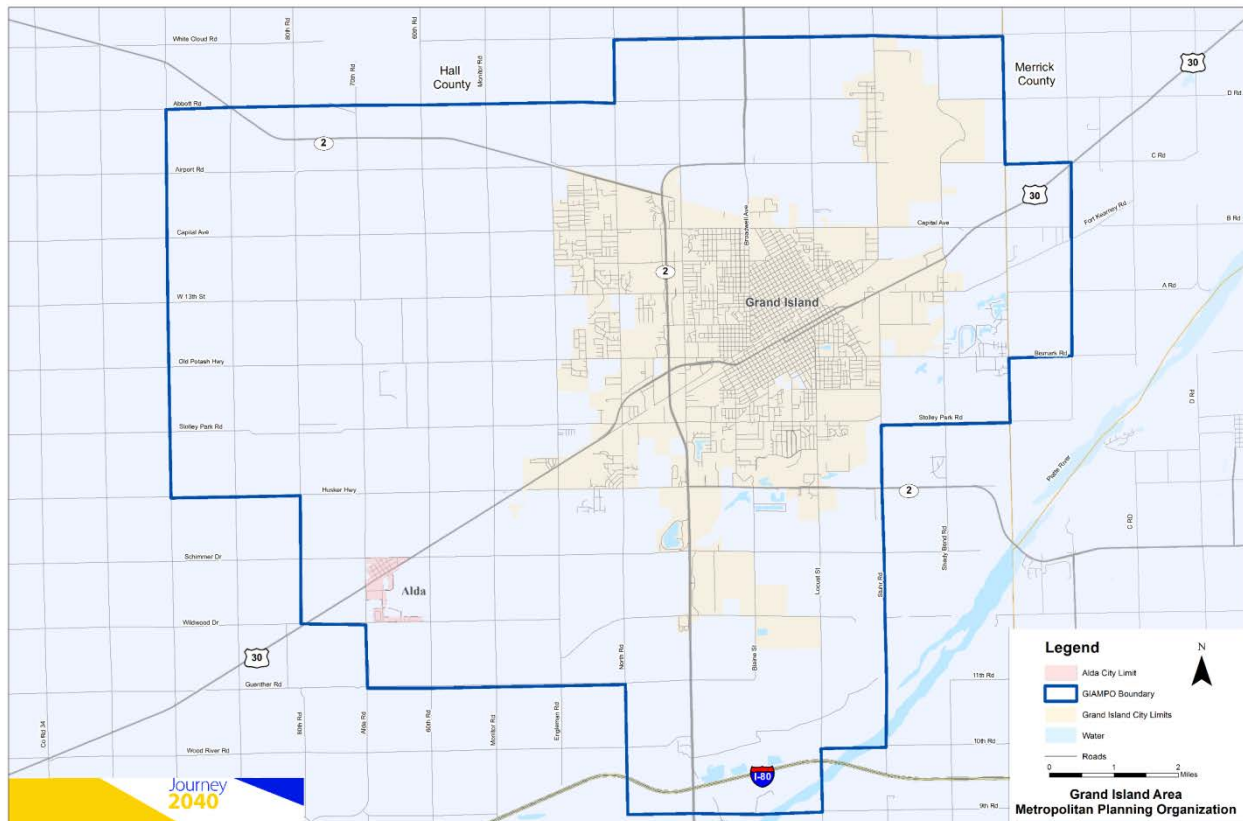
Introduction and History of the Planning Process for the GIAMPO Area

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~~ **Transportation 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, February 13, 2017

Regular Session

Item H3

Approval Recommendation of Final Draft Unified Planning Work Program Amendment No. 1

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 proposed amendment primarily revises the budget for a majority of the work elements. The changes in this amendment are based on the following reasons:

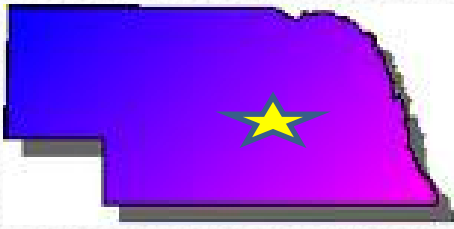
-Transfer of 30 hours from the UPWP to the Long Range Transportation Plan (LRTP)

-Transfer of \$7,011.54 relating to Other Direct from the Transportation Improvement Program (TIP), Public Participation Plan (PPP), LRTP, Administration/System Management to the Master Bike/Ped Plan - Outside Consultant Service

-FTA Carry Over 5305 increased from \$25,000 to \$35,559.99. The additional funds will be used towards the Transit Needs Study and for staff and other expenses

GIAMPO's PPP indicates a public comment period of at least 15 days for a UPWP amendment prior to GIAMPO Policy Board approval. Therefore, the public comment period of UPWP Amendment No. 1 will begin on February 7, 2017 and conclude on February 27, 2017. The email invitation to the GIAMPO Technical Advisory Committee dated February 6, 2017 with agenda and supporting documents will serve as the prediscussion with this committee prior to the public comment period.

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.

DRAFT AMENDMENT NO. 1 (CHANGES SHOWN IN RED)

- *Public Comment Period from February 7, 2017 to February 27, 2017*

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 – Jeremy L. Jensen

Vice-Chair – Chuck Haase

MPO Director/Secretary – John Collins

Mayor: Jeremy 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

TABLE OF CONTENTS

Membership **1**

Table of Contents **2**

Boundary **3**

Introduction **3**

Significant Planned Activities for FY 2016 & Planning Emphasizes Areas **5**

MPO WORK ELEMENTS

Element A – Unified Planning Work Program **6**

Element B – Transportation Improvement Program **6**

Element C – Public Participation Plan **7**

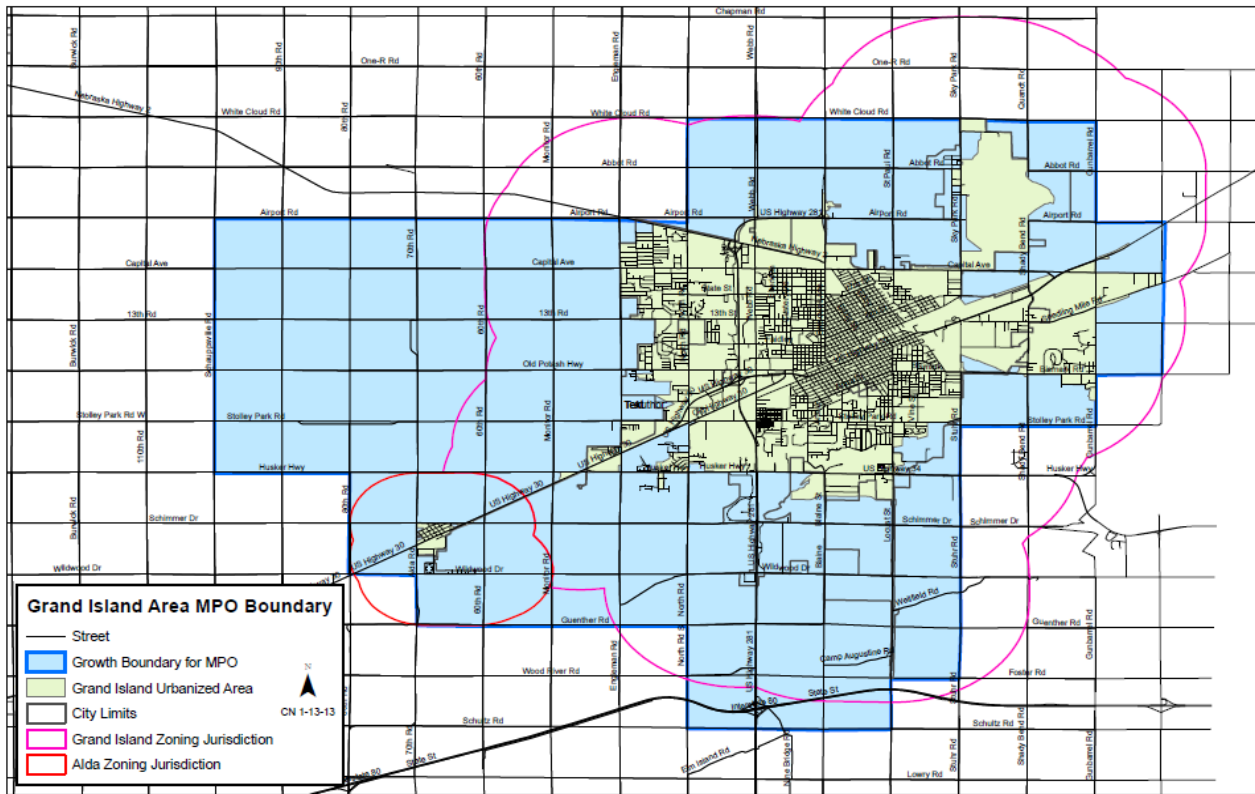
Element D – Short Range Planning Activities **8**

Element E – Long Range Transportation Plan **9**

Element F – Transit Planning **9**

Element G – Administration/System Management **10**

Budget Table **12**



Grand Island Metropolitan Study Area

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 2017, (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 | 1,964 1,874 |

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 2016~~5~~, into FY 2017~~6~~ 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

| <u>Budget - 180 MPO Program Manager Hours</u> | <u>Costs</u> | <u>Schedule</u> |
|---|---|-----------------|
| 2017 UPWP and Budget Amendments | \$ 1,835.33 2,202.40 | Ongoing |
| “DRAFT” UPWP | \$ 5,506.00 6,607.20 | April 15, 2017 |
| FY 2018 Approved UPWP | \$ 917.67 1,101.20 | July 1, 2018 |
| Other Direct | \$ 500.00 | |
| Total Budget | \$ 8,759.00 10,410.80 | |

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 | \$ 4,404.80 | 3 rd Quarter |
| Federal/State Funds Expended Prior Year Publication | \$ 2,202.40 | 1 st Quarter |
| TIP Policy/Selection Process | \$ 1,376.50 | 3 rd Quarter |
| Present Grand Island’s 1 and 6 Year Road Plan | \$ 1,376.50 | 2 nd Quarter |
| Other Direct | \$ 9,88.46 1,500.00 | |
| Total Budget | \$10,348.66 10,860.20 | |

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 | \$ 3,303.60 | Ongoing |
| Public Participation Plan Review | \$ 2,202.40 | Ongoing |
| Web Site Development/Maintenance | \$ 2,753.00 | Ongoing |
| Civic Group Speaking/Plan development Activities | \$ 1,101.20 | Ongoing |
| Media Interviews | \$ 550.61 | Ongoing |
| GITV Programing | \$ 880.956 | Ongoing |
| Other Direct | \$ 1,802.50 2,802.50 | |
| Total Budget | \$12,594.26 13,594.26 | |

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 | \$ 6,607.20 | Ongoing |
| Other Direct | <u>\$ 500.00</u> | |
| Total Budget | \$ 7,107.20 | |

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) | \$68,800.57 60,675.68 | 2 nd Quarter |
| In-House travel-demand model | \$ 3,419.73 3,015.88 | 1 st Quarter |
| Up-to-date independent variables database | \$ 1,139.91 1,005.29 | Ongoing |
| Other Direct | \$ 500.00 1,500.00 | |
| Total Budget | \$73,860.20 66,196.86 | |

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 | \$ 15,814.46 13,795.59 | Ongoing |
| Financial and Grant Management of Local Transit | \$ 23,002.84 20,066.31 | Ongoing |
| Transit Needs Analysis Study – Outside Consultant Section 5307 | \$155,000.00 150,000.00 | Ongoing |
| Other Direct (Training, Travel, Misc.) | \$ <u>1,586.44</u> 981.85 | Ongoing |
| Total Budget | \$195,403.74 184,843.75 | |

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 Organization. **This includes preparing for and attending MPO transportation-related meetings.**
- 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 | \$ 4,891.89 | Ongoing |
| Meeting Minutes and other Documentation | \$ 5,548.25 6 | Ongoing |
| Administration of Program/Reporting Documentation | \$ 6,328.29 | Ongoing |
| Manage Funding Streams and Budget | <u>\$ 8,173.75</u> | Ongoing |
| | \$24,942.18 | |
| Other Direct | | |
| Office Supplies, Phone, Advertisement, Misc. (e.g. AMPO mshp) | \$ 2,271.00 | Ongoing |
| Software Maintenance – TransCAD | \$ 1,200.00 | Ongoing |
| Training/Conferences/Travel | <u>\$ 1,000.00</u> 5,500.00 | Ongoing |
| | \$ 4,471.00 8,971.00 | |
| Admin. Total | \$29,413.18 33,913.18 | |

Budget

It is anticipated that the cost of implementing this UPWP for GIAMPO will be **\$337,486.24** ~~326,926.25~~, 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 \$155,000 ~~150,000~~ Federal Transit Section 5305 & 5307 is programmed for a Transit Needs Analysis, **and an additional \$5,559.99 Federal Transit Section 5305 is programmed for staffing and other expenses.** The City of Grand Island, by agreement provides at least a 20% match. Total revenue for the MPO planning program equals **\$337,486.24** ~~326,926.25~~.

Grand Island Area Metropolitan Planning Organization

DISTRIBUTION OF COSTS BY WORK ELEMENT

FY 2017 UPWP

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

July 1, 2018 - June 30, 2017

Project Number - PL-1(64), Control Number - #00968A, Agreement No. - VL1802

The below changes are based on the following reasons:
 - Transfer of 30 hours from the UPWP to the LTRP
 - Transfer of \$7,011.54 in Other Direct from the TIP, PPP, LTRP, Administration to the Master Bike/Ped Plan Outside Consultant Service
 - FTA Carry Over 5305 increased from \$25,000 to \$35,559.99. The additional funds will be used towards the Transit Needs Analysis and for staff and other expenses.

| Category | Cost Category | Hours | Total | NE Federal | Grand Island | Total |
|---|---|----------------------------|---------------------|-------------------|--------------------|---------------------|
| | | | | 0.80 | 0.20 | 100 |
| UPWP | | | | | | |
| | Direct Labor | Previous Hours - 180 → 160 | 5,139.00 | 4,111.20 | 1,027.80 | 5,139.00 |
| | Fringe/Indirect | | 3,120.00 | 2,496.00 | 624.00 | 3,120.00 |
| | Other Direct | | 500.00 | 400.00 | 100.00 | 500.00 |
| | Total Unified Planning Work Program | | \$8,759.00 | 7,007.20 | \$1,751.80 | \$8,759.00 |
| 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 | | 988.46 | 790.77 | 197.69 | 988.46 |
| | Total Transportation Improvement Program | | \$10,348.66 | 30.00 | \$2,069.73 | 2,099.73 |
| PPP-Public Participation Plan | | | | | | |
| | Direct Labor | 188 | 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 | | 1,802.50 | 1,442.00 | 360.50 | 1,802.50 |
| | Total Public Participation Plan | | \$12,594.26 | 10,075.41 | 2,518.85 | 12,594.26 |
| 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 | Previous Hours - 140 → 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 |
| | Master Bike/Ped Plan - Outside Consultant Service | | 64,000.00 | 51,200.00 | 12,800.00 | 64,000.00 |
| | Other Direct | | 500.00 | 400.00 | 100.00 | 500.00 |
| | Total Long Range Transportation Plan/Travel Demand Model | | \$73,860.20 | \$9,088.16 | 14,772.04 | 73,860.20 |
| Transit Planning | | | | | | |
| | Direct Labor | Previous Hours - 615 → 706 | 24,153.30 | 19,322.64 | 4,830.66 | 24,153.30 |
| | Fringe/Indirect | | 14,664.00 | 11,731.20 | 2,932.80 | 14,664.00 |
| | Transit Needs Analysis - Outside Consultant Section 5305 | | 30,000.00 | 24,000.00 | 6,000.00 | 30,000.00 |
| | Transit Needs Analysis - Outside Consultant Section 5307 | | 125,000.00 | 100,000.00 | 25,000.00 | 125,000.00 |
| | Other Direct/Training | | 1,586.44 | 1,269.15 | 317.29 | 1,586.44 |
| | Total Transit Planning | | \$195,403.74 | 156,322.99 | \$8,080.75 | \$195,403.74 |
| Administration/System Management | | | | | | |
| | Direct Labor | 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 | | 1,000.00 | 800.00 | 200.00 | 1,000.00 |
| | Total Administration/System Management | | \$29,413.18 | 23,530.54 | 5,882.64 | 29,413.18 |
| FHWA 2017 | | | | | | |
| | Direct Labor FHWA | 1268 | 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 |
| FHWA FY 2017 | | | | | | |
| | Grand Total FHWA PL UPWP | | 142,082.50 | 113,666.00 | \$28,416.50 | 142,082.50 |
| FTA 5305 | | | | | | |
| | Direct Labor FTA | Previous Hours - 615 → 706 | 24,153.30 | 19,322.64 | 4,830.66 | 24,153.30 |
| | Fringe/Indirect FTA | | 14,664.00 | 11,731.20 | 2,932.80 | 14,664.00 |
| | Other Direct | | 156,586.44 | 125,269.15 | 31,317.29 | 156,586.44 |
| | Grand Total FTA Section 5305 | | \$195,403.74 | 156,322.99 | \$8,080.75 | 195,403.74 |

Previous total amounts:
 Direct Labor - 6,166.80
 Fringe/Indirect - 3,744.00

Previous total amounts:
 Other Direct - \$1,500

Previous total amounts:
 Other Direct - \$2,802.50

Previous total amounts:
 Direct Labor - 4,796.40
 Fringe/Indirect - 2,912.00
 Bike/Ped Plan - 55,988.46
 Other Direct - 1,500.00

Previous total amounts:
 Direct Labor - 21,069.90
 Fringe/Indirect - 12,792.00
 TMA (5305) - 25,000
 Other Direct - 981.65

Previous total amounts:
 Other Direct - \$5,500.00

Previous total amounts:
 Direct Labor - 21,069.90
 Fringe/Indirect - 12,792.00
 Other Direct - 150,981.65
 Total - \$184,843.75

Previous total amounts:
 FTA - \$184,843.75
 FY17 UPWP - \$326,926.25

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

\$195,403.74 \$156,322.99 \$39,080.75 \$195,403.74

Total FY 2017 UPWP

\$337,486.24 \$269,988.99 \$67,497.25 \$337,486.24

FHWA Available Revenue

\$142,082.50 \$113,666.00 \$28,416.50 \$142,082.50

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 5305 (FY 2016 Agreement PT1506)

\$35,559.99 \$28,447.99 \$7,112.00 \$35,559.99

Remaining FHWA Funds

\$0.00 \$0.00 \$0.00 \$0.00

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 530~~53~~ funds; this increased the Transit Planning Budget to reflect those funds for the Transit Needs Analysis Study.

Transit Planning Section 5307 & Section 530~~53~~ 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, February 13, 2017

Regular Session

Item H4

Approval Recommendation of Consultant Selection for Regional Transit Needs and Feasibility Study

The 2017 Unified Planning Work Program (UPWP) includes the work activity for the MPO and a selected consultant to undertake a Transit Needs Assessment for the Grand Island Urban area. In October 2016, the City of Grand Island released a Request for Qualifications (RFQ) to seek a consultant to provide professional services for performing a Regional Transit Needs Assessment and Feasibility Study. The City received four proposals from the following firms – Felsburg Holt & Ullevig, Olsson Associates, SRF Consulting Group, Inc., and Wilson & Company. Olsson Associates was selected through the consultant selection process. The City has reached an agreement on scope and fee with Olsson Associates.

Staff Contact: Allan Zafft, MPO Program Manager

Scope of Work

Regional Transit Needs Assessment and Feasibility Study

Task 1: Public Involvement

Deliverables:

- Public Involvement Plan
- Presentations, public notifications, and informational materials for meetings and outreach activities
 - Documentation of public involvement process and input received
- Updated study contact list

The Public Involvement Plan will provide information regarding the focus groups, Interested Parties, stakeholder meetings and public outreach activities to be conducted throughout the study timeframe. Three rounds of public input, engaging the above groups, will be conducted at major milestones during the study. Focus groups represent a group of persons typically with similar background or themes, such as major employers. The focus group meetings typically include from 5 to 20 people during one meeting session. Stakeholders include specific persons or person within the region to contact individually or in small numbers to discuss the study purpose and goals. Stakeholders would include City/MPO staff directly involved with the study, the Technical Advisory Committee (TAC), and other individuals to be identified with the local project team.

- 1st public meeting with Interested Parties and general public will occur before the upcoming focus group meetings
 - Discuss project scope, schedule, established vision/goals
 - Notify representatives to attend focus groups
- Up to three rounds of focus groups and stakeholder interviews
 - Round 1 – Discuss transit needs/demand for service and possible partnering opportunities
 - Round 2 – Input on transit alternatives
 - Round 3 – Input on preferred alternative which is fiscally constrained
- 2nd public meeting with Interested Parties and general public will be scheduled separately from Round 3 of public engagement
 - Input on Final Draft Report

The first round of public open house meetings will be held in March 2017, assuming the Notice to Proceed is executed in February 2017. For each round of public engagement, Olsson will prepare display boards and a brief questionnaire allowing attendees to submit thoughts and ideas for future transit services in Hall County and Grand Island. Olsson will be responsible for preparing materials for meeting notices and meeting minutes.

An extensive list of stakeholders was developed for the GIAMPO LRTP. Olsson, in coordination with the local project team, will review that information and build a comprehensive list of contact persons for this regional transit study. This list is the beginning step to arranging several groups to meet with and

discuss the transit study. From that contact list, we will identify stakeholders and focus group opportunities. We will work with the local project team to identify the best mechanism for outreach to the disabled, LEP communities, and underrepresented groups. Meetings will be approximately 60-minutes for each public engagement group. The meetings will be held on concurrent days during the specified outreach days, as directed by the local project team.

Olsson Associates will prepare online materials for the Regional Transit Needs Assessment and Feasibility Study. The materials will be available for the City's website. It is recommended a link be established on the City's website for the study. Olsson will work with local IT staff to determine the appropriate file structure best for posting information and for receiving information from the community.

A community survey will be developed for the project, both online and hardcopy. Olsson will not have leading questions incorporated into the survey. The purpose of the community survey is to assist in the identification of transit needs and gaps for service in the next five years. Olsson will also develop a survey for the transit riders using the service today. The Hall County Public Transportation (Senior Citizens Industries, Inc.) staff will administer and collect the completed surveys. Olsson will compile and summarize the results for both surveys.

During preliminary discussions with the local project team, tentative interested parties were identified and will be invited to participate in public engagement activities, such as focus groups and public meetings. The interested parties will not have a leadership role. City staff and/or the TAC will provide guidance to the consultant team throughout the study timeframe. A preliminary list of interested parties is shown below. These will be reviewed and adjusted as needed.

1. United Way
2. County Supervisor
3. Chamber
4. Department of Health
5. Bicycle/Pedestrian Committee
6. School District Transportation
7. City Council
8. Mayor
9. Transit Providers
10. College
11. NDOR
12. Downtown Business Improvement District
13. MPO/City
14. County

Focus Groups will also be conducted as part of the Regional Transit Needs Assessment and Feasibility Study. Preliminary groups are listed below. As the stakeholder list is revisited, groups will be formed as appropriate.

1. Major employers
2. Transportation Providers
3. Elected Officials
4. Educational institutions
5. Elderly Services and Residential sites
6. Faith-based Community

Olsson will prepare a formal letter to welcoming participation from interested parties in the community. The letter will be signed by representatives from the local project team and sent to representatives agencies on appropriate letterhead. In addition, prior to sending the formal letter, members of the local project team will contact interested parties to give a brief introduction to the study and request their assistance on the Committee. Olsson will provide the verbiage for the short introduction to the study.

Task 2: Transit Vision, Goals, Objectives

Deliverables:

- 5-Year Transit Vision Statement
- Study Goals

A clear 5-year vision statement and well-defined study goals will be developed by Olsson in coordination with the local project team. The vision statement and goals are important for identifying and analyzing reasonable transit concepts. They serve as the primary criteria used to develop, evaluate, select, and prioritize service improvements. The first round of public engagement will provide the basis for the development of the 5-year vision and goals for the study. Sample goals are shown below.

- Getting the transit programming up and running in compliance with 5307 FTA requirements (i.e. paperwork)
- Cost efficient and cost effective program
- Maximize current revenue (federal and local)
- Funding partnerships

Task 3: Existing Transit Assessment

Deliverables:

- Transit Provider Profile
- Assessment of Existing Transit Services

The purpose of Task 3 is to analyze the existing transit agencies providing service in the region. Olsson will provide an analysis of the current public transit providers within Hall County and Grand Island. We

will review service days, service hours, peak service, and vehicle utilization. Olsson will obtain, organize, and review available data and reports pertaining to the existing public transit providers. These data may include:

- Historical ridership data
- Average ridership by time of day
- Itemized annual operating expenses and revenue trends
- Budget projects
- Annual revenue hours and revenue miles trends
- Farebox data
- Transit supervisor data pertaining to ontime performance, if available
- Previous customer survey data
- Current schedules
- Organizational chart
- Average boarding data, identifying high activity transit locations
- Previous quarterly reports to NDOR
- Public transit data included in the City/County departments
- Transit maps
- Service area
- Fare structure
- Fleet data, including age, mileage, replacement year, accessibility
- Maintenance arrangements
- Annual customer service data for requests, complaints, etc.
- Facility data, including structures, age, annual maintenance
- Reservation and scheduling procedures
- Daily or weekly call volume
- Marketing plan
- Existing communications equipment, technologies in place, and future plans

Olsson will conduct ride-alongs and site visits on the transit buses and to the contractor agency offices, as appropriate. We will interact with transit riders and staff for the services. Once these data are collected for Hall County Public Transportation (Senior Citizens Industries, Inc.) and for the other transit providers in Hall County, a profile for each agency will be developed to understand the level of public transportation services are available to residents. We will use this information to develop strategies, if applicable, for better coordination among the agencies.

Olsson will collect and review annual, quarterly or monthly operations reports for the previous three years. We will also review existing policies, procedures, and performance standards currently in place for all transit services. We will document current staffing for management and operations positions.

A peer review will be conducted for comparative review of communities of similar-size. Up to five peer communities will be identified for review. Olsson shall determine how other communities are addressing their transit needs. The review will include the types of transit service existing within the community, transit governance structure, funding, community population, number/types of transit providers, riders, and the community characteristics.

Task 4: Market Assessment/Transit Demand

Deliverables:

- Transit Demand for the Region (Maps and Summary)
- Market Analysis and Community Profile (Maps and Summary)
- Technical Memo 1 – Existing Conditions, inclusive of Tasks 1 - 4

U.S. Census data, along with quantitative and qualitative data gathered in the preceding tasks, will be used to determine the need for transit service in the Grand Island region. Data compiled will help identify existing and future transit demand. Understanding the community dynamic and Census statistics allows the team to assess future transit services for those areas indicating a high transit need.

It is important to establish with the community that transit demand is not the same as transit need. Transit demand is defined as the number of passenger trips to be taken when a given level of passenger transportation service is available. Gauging transit need is different than estimating demand for transit services. Needs will always be greater than demand. A common methodology for quantifying need is the Mobility Gap methodology.

To gauge the transit demand, one common best practice to be used in conjunction with peer analysis is the national report, *2016 Estimating Ridership of Rural Demand-Response Transit Services for the General Public*.¹ This report builds from a previous report, TCRP Report 161, which focused on program and non-program transit trips.

In addition to the above methodology, Olsson will complete transit demand estimates using population and existing transportation programs from peer agencies, using passenger trips per capita, which typically relates to population density and land use patterns. Future service alternatives will be developed based upon the transit demand and needs for the area. These may include demand response service, similar to today, flex routes, express routes, fixed routes, coordination of existing services, etc.

The market analysis begins with collecting socio-economic, demographic, land use, and travel pattern data for Grand Island region. We will analyze how these data relate or “match up” with the existing public transit services. Olsson will identify major activity centers, street/roadway networks, and community characteristics. Quantitative and qualitative data gathered will determine the need for transit service in Hall County. A comparative review of community transit need vs. available transit service will be conducted to determine the degree of unmet transit need. Developing transit service alternatives aimed at addressing this unmet need will then be the focus for the next tasks of the study.

Data compiled within this task will identify existing and future transit demand, as well as provide guidance on appropriate modes to meet that demand (such as demand response, flex routes, express routes, fixed routes, increased coordination of existing services, etc.) within the study area.

¹ <http://www.nctr.usf.edu/wp-content/uploads/2016/09/21177060-NCTR-NDSU08.pdf>

Task 5: Transit Alternatives

Deliverables:

- Transit alternatives for Grand Island and Hall County

The Olsson team, in coordination with the local project team, will develop realistic 5-year transit service alternatives aimed at addressing specific goals and objectives relating to providing transit service and meeting unmet transit needs within Hall County in the context of transit coverage versus transit performance and transit convenience versus transit cost-effectiveness. This effort will build upon the current and forecasted transit demand identified in the market analysis of Task 4.

Attention will be paid to identifying specific transit service types that best meet identified needs and will include discussing coordination strategies that local transportation providers can participate in to improve the overall transportation within the region. Non-traditional, innovated alternatives may also be evaluated, which would include, among other modes, discussing taxi programs, route deviation, rideshare programs, or real-time demand response for residents throughout the region.

Along with alternatives, the service cost of each transit type and service level will be developed. The method of determining the costs will be documented. This will include the advantages and disadvantages of each method of addressing unmet transit demand to provide the most cost-effective transit service to fill the transportation gaps of residents accessing civic buildings, accessing major employment areas, medical services and other areas.

Task 6: Operations Management

Deliverables:

- Operations Management Assessment
- Technical Memo 2 – Transit Alternatives, Tasks 5-6

Olsson will research the advantages and disadvantages of using a contractor for service versus operating the service in-house. This section is important for the next step after the City's current bridge contract with Senior Citizens Industries, Inc. We will also provide a brief overview of recent nationwide research projects discussing the best practices for transit management. We will document the most common reasons for transit agencies to contract services and the primary reasons to retain services in-house. Olsson will explore the multiple ways service can be contracted out and provide common guidelines for contracting should the city maintain contractors in the future. In addition, Olsson will discuss management options for the City of Grand Island, such as a regional transportation authority. An authority in the state of Nebraska currently has limitations due to state statute; however, efforts are underway to change the statute. Olsson will identify current efforts and how that may impact Grand Island.

Task 7: Preferred Transit Alternative

Deliverables:

- 5-Year Preferred Transit Alternative
- Technical Memo 3 – Preferred Alternative, Task 7

Olsson will evaluate the alternatives presented in Task 5 and develop the preferred transit alternatives for the next 5 years. These preferred alternatives will be selected based on their ability to address the community's preferences related to transit coverage, performance, convenience, and cost-effectiveness. This task will result in an evaluated and prioritized list of recommended transit services, capital projects, and coordination strategies in which transportation providers can participate to improve the overall transportation within the region, as well as recommendations for new transit services in Hall County and Grand Island.

Olsson will develop a sustainable budget that outlines the most desirable funding structure for the transit service preferred alternative. This will include identifying potential funding sources and describing how the funds will be used. The plan will offer recommendations for enhancing transit services, aimed at addressing more immediate transportation needs within the county. The budget will include a detailed operating and capital plan for implementing recommendations based on information provided by the local project team on reasonable expectations for capital and operating revenues during this time.

Any enhanced transit service in the preferred alternative will have cost estimations and suggested funding partnerships. In addition, capital cost elements, including facilities and other infrastructure that might be required, estimated fleet requirements, and any applicable technological systems, will be determined.

The 5-year plan will describe the transit system in that timeframe and the costs to operate. The Olsson team will identify processes and mechanisms necessary to move forward with the plan by developing an Implementation Plan. This will include recommended prioritization of transit service elements and sequencing of service initiation. Details related to operational characteristics, service types, management, capital requirements, scheduling, funding, training, marketing, interagency agreements, contracts, and monitoring will be included in the Implementation Plan.

Task 8: Draft/Final Report

Deliverables:

- Draft Final Report
- Final Report

The Olsson team will compile the three Technical Memoranda into a Draft Final Report, which will include all graphics and narratives from the previous reports. This report will be written in non-technical language so as to be understandable to a diverse audience. Digital versions of the draft report will be

provided to the local project team, who will have the opportunity to review and comment on the draft report. Comments received will be incorporated into the final report.

The final report will clearly state existing transit service, transit demand, transit alternatives, and the preferred transit alternatives for the next five years. The final study will reflect all of the previous task efforts and input during the study timeframe.

Project Management

Deliverables:

- Project Management Plan
- Monthly Status Reports

Olsson is prepared to manage this project through a process of open and frequent communication, including progress reports and regularly scheduled conference calls. Corinne Donahue or Matt Rief will be your primary contacts for this study.

The project Kickoff Meeting is tentatively scheduled for March 2017. To initiate the study, Olsson staff will meet with the local project team to introduce the study, identify roles/responsibilities, goals/objectives, and listen to any local questions or challenges for the study. We will discuss data and mapping needs and present a tentative plan for public engagement. Feedback from the Kickoff Meeting will be incorporated into the Project Management Plan and the Public Involvement Plan, which will be presented to the local project team for approval.

The Project Management Plan will identify members of both the study team and the consultant team, and their roles in the project. A priority task will be to establish communication links and information processes that are necessary for the success of the study. Project conference calls will be held via conference call approximately every two weeks to discuss ongoing activities for the project. Olsson will be responsible for hosting meetings and for preparation/distribution of meeting minutes.

Progress reports will be submitted monthly. These reports will include completed work to date for each task and work expected to be performed in the next month. The report will also request any outstanding data requests or questions that Olsson has for the local project team.

Specific presentations of the transit study at appropriate key milestones will be coordinated with the local project team. These include presentation to:

- GIAMPO Technical Advisory Committee
- GIAMPO Policy Board
- Hall County Board of Supervisors
- City of Grand Island City Council

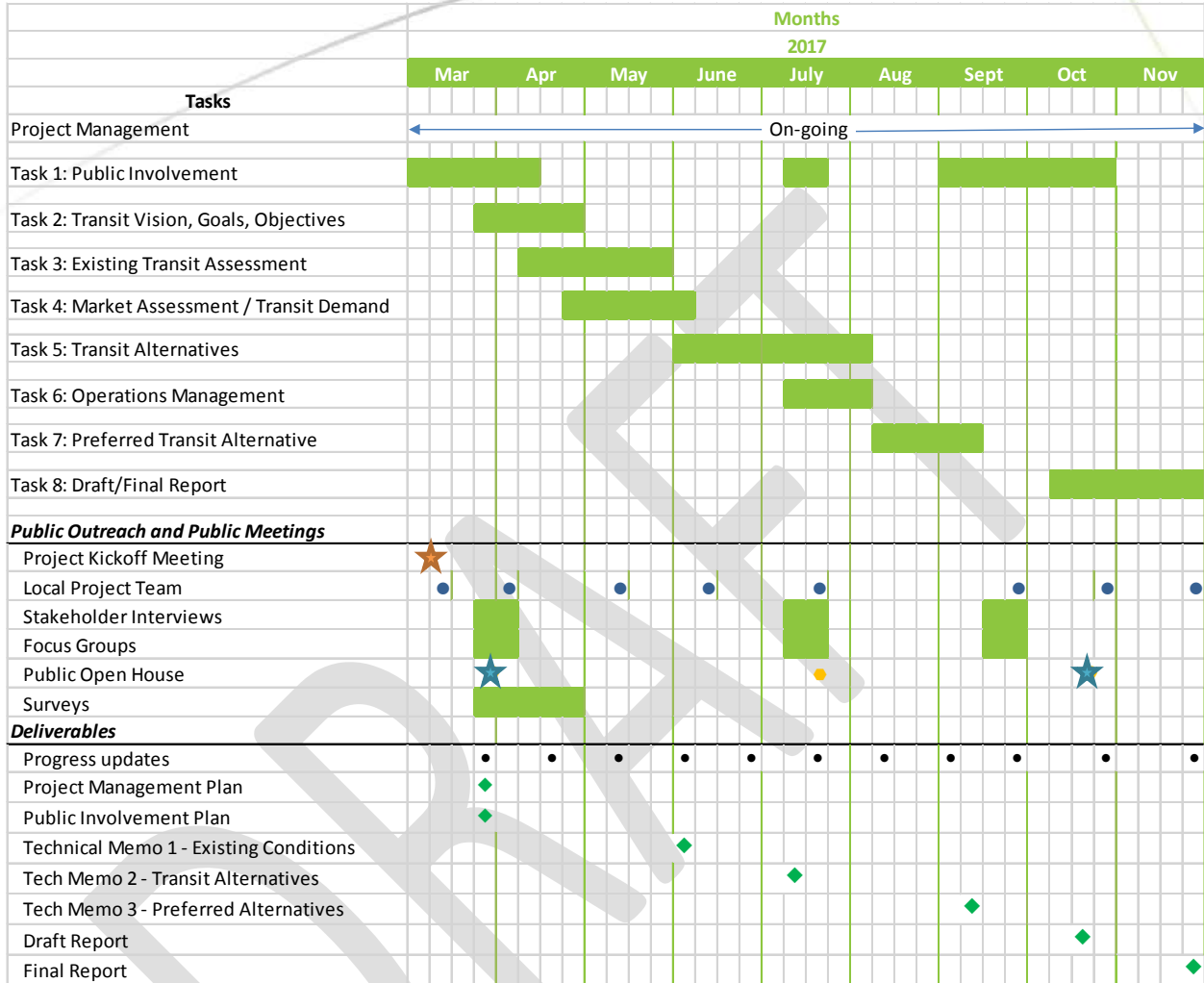
The Public Involvement Plan will provide additional information on the three rounds of public input, which will be conducted at major milestones during the study. Three rounds of public input will be conducted at major milestones during the study. Focus groups represent a group of persons typically with similar background or themes, such as major employers. The focus group meetings typically include from 5 to 20 people during one meeting session. Stakeholders include specific persons or person within the region to contact individually or in small numbers to discuss the study purpose and goals. Stakeholders would include City/MPO staff directly involved with the study, the Technical Advisory Committee (TAC), and other individuals to be identified with the local project team.

- 1st public meeting with Interested Parties and general public will occur before the upcoming focus group meetings
 - Discuss project scope, schedule, established vision/goals
 - Notify representatives to attend focus groups
- Up to three rounds of focus groups and stakeholder interviews
 - Round 1 – Discuss transit needs/demand for service and possible partnering opportunities
 - Round 2 – Input on transit alternatives
 - Round 3 – Input on preferred alternative which is fiscally constrained
- 2nd public meeting with Interested Parties and general public will be scheduled separately from Round 3 of public engagement
 - Input on Final Draft Report

Olsson will meet with up to 10 focus groups and stakeholders during the three rounds of public engagement. The meeting dates and times will be determined closer to the dates and near the key milestones. The proposed schedule is shown on the following page. This schedule and timeframe for the study will be adjusted as needed by the local project team.

Olsson will provide electronic copies of all reports/presentations, spreadsheets, databases, and any other relevant electronic materials. These will be in a format suitable (i.e. PDF, Microsoft Word, GIS) for archiving by the City of Grand Island.

Schedule



Technical Advisory Committee

Monday, February 13, 2017

Regular Session

Item H5

Administrative Modification of Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) is the region's short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next five year period. GIAMPO amends the TIP as needed to accommodate changes to projects in the TIP. The change to the 2016-2020 TIP is a revision to Project ID 2016-001 (Sponsor: Grand Island, Project Name: Operations–Urban Transit Operating Assistance). These revisions include an adjustment to federal funds and a modification to the project description. The revisions to Project ID 2016-001 are classified as an Administrative Modification to the TIP, which is a minor revision.

GIAMPO's Public Participation Plan indicates that Administrative Modifications to the TIP do not require public review or Policy Board action. However, GIAMPO must demonstrate financial constraint. The Administrative Modification to the 2016-2020 TIP for Project ID 2016-001 is financially constrained.

The Administrative Modification allows the City of Grand Island to amend its Federal Transit Administration 5307 grant for urban transit services from July 1, 2016 to June 30, 2017, so the City will receive federal reimbursement at 80 percent instead of 50 percent for preventative maintenance and vehicle-related equipment activities.

Staff Contact: Allan Zafft, MPO Program Manager

**Grand Island Area Metropolitan Planning Organization (GIAMPO)
 Transportation Improvement Program
 FY 2016 - 2020
 Local Agency Sponsored Projects**

Previous TIP Estimate:
 FTA - \$305
 Grand Island - \$305

| Project ID | Sponsor | Project Name | Project Description / Primary Work Type Category / Termini | A/Q Status | Length (SLM) | Total Project Est. | Phase | YOE | Fund Type | Obligation Description | TIP Estimate by Phase Amount (\$1,000) |
|---------------|--------------|---|---|------------|-----------------|-----------------------|------------|------|--------------|---------------------------|--|
| NE-90-X102-00 | Grand Island | Transit Needs Analysis | Feasibility Study to identify transit needs and service type in the Grand Island Urbanized Area | Exempt | N/A | \$125 | Planning | 2016 | Section 5307 | FTA | \$100 |
| | | | | | | | Planning | 2016 | Local | Grand Island | \$25 |
| 2016-001 | Grand Island | Operations - Urban Transit Operating Assistance | Operating assistance including operating, preventative maintenance, and vehicle-related equipment activities for transit services in the Grand Island Urbanized area.* The transit services are contracted to a provider. | Exempt | N/A | \$1,904 | Operations | 2016 | Section 5307 | FTA | \$330 |
| | | | | | | | Operations | 2016 | State | NDOR | \$140 |
| | | | | | | | Operations | 2016 | Local | Grand Island | \$140 |
| | | | | | | | Operations | 2017 | Section 5307 | FTA | \$317 |
| | | | | | | | Operations | 2017 | Local | Grand Island | \$317 |
| | | | | | | | Operations | 2018 | Section 5307 | FTA | \$330 |
| | | | | | | | Operations | 2018 | Local | Grand Island | \$330 |
| | | | | | | | Operations | 2016 | Section 5311 | FTA | \$18 |
| 2016-002 | Grand Island | Operations - Rural Transit Operating Assistance | Operating assistance for transit services in areas outside of the Grand Island Urbanized area. The transit services are contracted to a provider. | Exempt | N/A | \$92 | Operations | 2016 | State | NDOR | \$6 |
| | | | | | | | Operations | 2016 | Local | Hall County | \$6 |
| | | | | | | | Operations | 2017 | Section 5311 | FTA | \$19 |
| | | | | | | | Operations | 2017 | State | NDOR | \$6 |
| | | | | | | | Operations | 2017 | Local | Hall County | \$6 |
| | | | | | | | Operations | 2018 | Section 5311 | FTA | \$19 |
| | | | | | | | Operations | 2018 | State | NDOR | \$6 |
| | | | | | | | Operations | 2018 | Local | Hall County | \$6 |

* Project ID 2016-001, YOE 2016: FTA 5307 - \$330 (Operating - \$263, Preventative Maintenance - \$58, Vehicle-Related Equipment - \$9), State - \$140 (Operating - \$132, Preventative Maintenance - \$7, Vehicle-Related Equipment - \$1), and Local - \$140 (Operating - \$132, Preventative Maintenance - \$7, Vehicle-Related Equipment - \$1)

**GRAND ISLAND AREA METROPOLITAN PLANNING ORGANIZATION (GIAMPO)
TRANSPORTATION IMPROVEMENT PROGRAM**

Fiscal Years 2016-2020

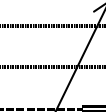
Financial Constraint Projects

(\$1,000's)

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

| Federal Transit Administration | 2016 | 2017 | 2018 | 2019 | 2020 | Total |
|---------------------------------------|-------------|-------------|-------------|-------------|-------------|--------------|
| Section 5307 | \$430 | \$317 | \$330 | \$0 | \$0 | \$1,077 |
| Section 5311 | \$18 | \$19 | \$19 | \$0 | \$0 | \$56 |
| Nebraska Department of Roads | \$146 | \$6 | \$6 | \$0 | \$0 | \$158 |
| City of Grand Island | \$165 | \$317 | \$330 | \$0 | \$0 | \$812 |
| Hall County | \$6 | \$6 | \$6 | \$0 | \$0 | \$18 |
| | \$765 | \$665 | \$691 | \$0 | \$0 | \$2,121 |

Previous Amounts:
Section 5307 - \$405
NDOR - \$6
City of Grand Island - \$330



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

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

Technical Advisory Committee

Monday, February 13, 2017

Regular Session

Item H6

MPO Financial Update

Staff Contact: Allan Zafft, MPO Program Manager

Financial Update Unified Planning Work Program

State Fiscal Year 2017 – Second Quarter (October 1, 2016 to December 31, 2016)

| Category | Total Budget | 2nd Quarter Expenditure | Total Expenditure | Total Percent Expenditure |
|---|-------------------|-------------------------|-------------------|---------------------------|
| Unified Planning Work Program | \$ 10,411 | \$ 1,019 | \$ 1,239 | 12% |
| Transportation Improvement Program | \$ 10,860 | \$ 907 | \$ 2,889 | 27% |
| Public Participation Plan | \$ 13,594 | \$ 3,393 | \$ 5,443 | 40% |
| Short Range Studies | \$ 7,107 | \$ 2,753 | \$ 3,551 | 50% |
| Long Range Transportation Plan | \$ 9,208 | \$ 3,080 | \$ 4,952 | 54% |
| - Bicycle/Pedestrian Master Plan (Outside Services) | \$ 56,988 | \$ - | \$ - | 0% |
| Transit Planning | \$ 34,844 | \$ 8,695 | \$ 18,999 | 55% |
| - Transit Needs Study (Outside Services) | \$ 150,000 | \$ - | \$ - | 0% |
| Administration | \$ 33,913 | \$ 5,019 | \$ 12,515 | 37% |
| Total | \$ 326,926 | \$ 24,865 | \$ 49,588 | 15% |

Work Completed for Second Quarter

- Approved Amendment No. 1 for Long Range Transportation Plan
- Approved Amendment No. 2 for FY 2016-2020 Transportation Improvement Program
- Approved GIAMPO's Americans with Disabilities Act (ADA) Self-Evaluation and Transition Plan
- Prepared and held Transportation Advisory Committee meetings in October and November and Policy Board meeting in November
- Made an Administrative Modification to the Unified Planning Work Program
- Prepared Amendment No. 1 for the Public Participation Plan
- Participated and attended transportation planning-related meetings and training
- Advertised a Request for Proposals for Bicycle and Pedestrian Master Plan and submitted a consultant selection to NDOR
- Advertised a Request for Qualifications for a Regional Transit Needs and Feasibility Study and selected a consultant
- Resubmitted an FTA 5307 grant application for transit operations in the Grand Island Urbanized Area
- Resubmitted a draft Transit DBE Program and Goal document for the City of Grand Island
- Submitted quarterly TrAMS reports to Federal Transit Administration
- Continued updates and enhancements to the GIAMPO website

Technical Advisory Committee

Monday, February 13, 2017

Regular Session

Item H7

Bicycle and Pedestrian Master Plan Update

Staff Contact: Allan Zafft, MPO Program Manager

Technical Advisory Committee

Monday, February 13, 2017

Regular Session

Item H8

Nebraska State Freight Plan

Staff Contact: Allan Zafft, Brad Zumwalt

Technical Advisory Committee

Monday, February 13, 2017

Regular Session

Item J1

Other Business

Staff Contact: Chad Nabity