



GIAMPO – Technical Advisory Committee

Monday, April 10, 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 February 13, 2017 Technical Advisory Committee
4. Election of Vice-Chair
5. Approval Recommendation of Final Draft FY 2016-2020 Transportation Improvement Program Amendment No. 3
6. Approval Recommendation of Final Draft Long Range Transportation Plan Amendment No. 2
7. Approval Recommendation of Final Draft FY 2018 Unified Planning Work Program
8. Approval Recommendation of Final Draft FY 2018-2022 Transportation Improvement Program
9. Approval Recommendation of MPO Self-Certification
10. Approval Recommendation of Final Draft MPO Title VI Implementation Plan

11. Approval Recommendation of MPO Performance Measures for Transit
12. Approval Recommendation of Consultant Selection for GIAMPO Bicycle and Pedestrian Master Plan
13. Other Business
14. Next Meeting
15. 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, April 10, 2017

Regular Session

Item C1

Approval of Minutes from the February 13, 2017 Technical Advisory Committee

Staff Contact: Chad Nabity, Regional Planning Director

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

February 13, 2017 at 10:00 am

Grand Island City Hall – Council Chambers

100 E 1st Street, Grand Island, NE 68801

Voting Members in Attendance:

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

Non-Voting Members in Attendance:

Bentley Tomlin, Burling Northern Santa Fe Railroad	Absent
Mike Olson, Central NE Regional Airport	Absent
Allan Zafft, City of Grand Island MPO Program Manager	Present
Shannon Callahan, City of Grand Island Street Superintendent	Absent
Renae Griffiths, City of Grand Island Finance Director	Present
William Clingman, City of Grand Island Asst. Finance Director	Present
Catrina DeLosh, City of Grand Island Public Works Admin Assistant	Present
Tim Golka, City of Grand Island Project Manager	Present
Jerry Janulewicz, City of Grand Island City Attorney	Absent
Nicki Stoltenberg, City of Grand Island Assistant to the City Administrator	Absent
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	Present
Mary Berlie, Grand Island Area Economic Development Corporation	Present
Larry Legg, NDOR Local Projects Engineer	Absent
Kaine McClelland, NDOR State Modeler	Absent
Noel Salac, NDOR Planning & Locational Studies Section Head	Absent
Jeff Soula, NDOR Local Projects Urban Engineer	Absent
Kyle Nodgaard, Union Pacific Railroad	Absent
Kelli O'Brien, Union Pacific Railroad	Absent

Call to Order

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

Roll Call

Roll call was taken.

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

Motion by Brown to approve the minutes of the November 21, 2016 meeting, seconded by Schafer. Upon voice vote, all voted aye. Motion adopted.

Election of Chair and Vice-Chair

Brown nominated Nabity as Chair, to which he accepted. Sherlock nominated Brown as Vice-Chair, to which he accepted. With no further nominations for Chair or Vice-Chair Sherlock made a motion to cease nominations, with Collins seconding. Upon voice vote, all voted aye. Motion adopted.

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

Zafft informed TAC that this amendment will allow for the Public Participation Plan to better accommodate the Bylaws, with TAC meeting every other month and Policy Board meeting quarterly, and also addressed typos within the document. The need for special meetings should be reduced with this change. Nabity recommended a GIAMPO email address be established.

Motion by Sherlock to approve Recommendations of Final Draft Public Participation Plan Amendment No. 1, seconded by Zumwalt. Upon voice vote, all voted aye. Motion adopted.

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

Zafft stated the reasons for this amendment is to transfer hours from the Unified Planning Work Program (UPWP) element to the Long Range Transportation Plan (LRTP) element; to transfer Other Directs cost from the Transportation Improvement Program, Public Participation Plan, LRTP, and Administration elements to the consultant services budget for the Bike/Ped Master Plan; and to use a carry over of FTA 5305 funds towards the Transit Needs Study consultant services and GIAMPO staff and other expenses.

Motion by Zumwalt to approve Recommendation of Final Draft Unified Planning Work Program Amendment No. 1, seconded by Brown. Upon voice vote, all voted aye. Motion adopted.

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

Zafft informed TAC that consultant selection process has been completed, with Olsson Associates being selected as the top rated firm. Such negotiations have been completed and a not to exceed agreement amount of \$156,000 reached. It was noted four (4) qualified firms provided a submittal for these services, with interviews conducted.

Motion by Brown to approve Recommendation of Consultant Selection for Regional Transit Needs and Feasibility Study, seconded by Collins. Upon voice vote, all voted aye. Motion adopted.

Administrative Modification of Transportation Improvement Program (TIP)

Zafft notified TAC that this modification will adjust the federal funds to allow federal reimbursement at 80 percent for preventive maintenance & vehicle equipment expenses. The 5307 grant will be modified after the TIP modification is complete. The total dollars do not change, just the funding source. There is no public comment period required.

Motion by Collins to approve Administrative Modification of Transportation Improvement Program (TIP), seconded by Zumwalt. Upon voice vote, all voted aye. Motion adopted.

MPO Financial Update

Zafft provided a financial update for State Fiscal Year 2017-Second Quarter (October 1, 2016 – December 31, 2016). This update will be provided to TAC for each quarter.

Bicycle and Pedestrian Master Plan Update

Zafft updated TAC that the Request for Proposals was released November 16, 2016, with seven (7) submittals received on December 15, 2017. Negotiations are currently underway with RDG Planning & Design of Omaha, Nebraska. Tentative schedule is to present consultant selection to TAC in April, with Policy Board and Council to follow in May.

Nebraska State Freight Plan

Zafft and Zumwalt notified TAC the State is working on the 1st freight plan in history. There are FAST lane grants available. GIAMPO serves on the state's Freight Advisory Committee. Schedule is to submit the plan to FHWA by October 2017 with approval being received by December 2017. Additional information will be presented as it becomes available.

Other Business

Zumwalt informed TAC his last day at NDOR will be March 3, 2017 as he has accepted a position as a Criminal Analyst with the Nebraska State Patrol. Noel Salac will be GIAMPO's contact in the interim.

Next Meeting Date

The next Meeting of the TAC will be on April 10, 2017 at 10:00 am.

Adjournment

There being no further business, Nabity adjourned the meeting at 10:30 am.

Technical Advisory Committee

Monday, April 10, 2017

Regular Session

Item H1

Election of Vice-Chair

Staff Contact: Chad Nabity, Regional Planning Director

Technical Advisory Committee

Monday, April 10, 2017

Regular Session

Item H2

Approval Recommendation of Final Draft FY 2016-2020 Transportation Improvement Program Amendment No. 3

The Transportation Improvement Program (TIP) is the region's short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next five year period. The GIAMPO amends the TIP to accommodate changes to projects in the TIP. The proposed Amendment No. 3 to the 2016-2020 TIP makes changes to the following project:

- *Project or State ID: 42773, Sponsor: NDOR – Added federal funding source (Earmark) and updated budget to reflect latest estimates*
- *Project or State ID: 2016-001, Sponsor: Grand Island – Revised project description to include City Transit Program Manager and training expenses of this position. Updated budget to include City Transit Program Manager and to reflect latest federal and local estimates in YOE 2017 and YOE 2018 for operating, preventative maintenance, and vehicle-related equipment activities. The YOE 2016, YOE 2017, and YOE 2018 estimates have been changed from state fiscal year to federal fiscal year.*

GIAMPO's PPP indicates a public comment period of at least 15 days for a TIP amendment prior to GIAMPO Policy Board approval. The public comment period of TIP Amendment No. 3 will begin on April 12, 2017 and conclude on April 27, 2017.

Staff Contact: Allan Zafft, MPO Program Manager

**Grand Island Area Metropolitan Planning Organization (GIAMPO)
 Transportation Improvement Program
 Fiscal Years 2016 - 2020
 Amendment No. 3**

Project or State ID: 42773 **Sponsor:** NDOR **District:** 4 **Highway:** I-80

Project No.: ITS-NH-80-7(162) **A/Q: Status:** Exempt **Length (SLM):** 0.0

Project Name: Grand Island - Waco

Project Description / Primary Work Type Category / Termini: Deploy automated gate systems and CCTV Cameras
 Several I-80 interchanges in District 4

Amendment Description: Added federal funding source and updated budget to reflect latest estimates.

				TIP
Phase	Year of Expenditure	Fund Type	Fund or Obligation Description	Estimate by Phase Amount (\$1,000)
PE	2016	State	NDOR	\$39
Const./CE	2017	EM	Earmark	\$355
Const./CE	2017	NHPP	National Highway Performance Program	\$949
Const./CE	2017	State	NDOR	\$194

Federal Total: \$1,304 Non-Federal Total: \$233 Total: \$1,537

Project or State ID: 2016-001

Sponsor: Grand Island

District: 4

Highway: N/A

Project No.: N/A

A/Q: Status: Exempt

Length (SLM): N/A

Project Name: Operations – Urban Transit Operating Assistance

Project Description / Primary Work Type Category / Termini: Operating assistance for transit services in the Grand Island Urbanized Area include the following:

- operating, preventative maintenance, and vehicle-related equipment activities. The transit services are contracted to a provider.
- City Transit Program Manager, which are cost associated with the administration and management of the transit program and training expenses of this position.

Amendment Description: Revised project description to include City Transit Program Manager and training expenses of this position. Updated budget to include City Transit Program Manager and to reflect latest federal and local estimates in YOE 2017 and YOE 2018 for operating, preventative maintenance, and vehicle-related equipment activities.

Phase	Year of Expenditure	Fund Type	Fund or Obligation Description	TIP by Phase Amount (\$1,000)	Estimate
Operations	2016	Section 5307	FTA		\$83
Operations	2016	State	NDOR		\$35
Operations	2016	Local	Grand Island		\$35
Operations	2017	Section 5307	FTA		\$369
Operations	2017	State	NDOR		\$105
Operations	2017	Local	Grand Island		\$188
Operations	2018	Section 5307	FTA		\$434
Operations	2018	Local	Grand Island		\$317
Operations	2019	Section 5307	FTA		\$355
Operations	2019	Local	Grand Island		\$252

Federal Total: \$1,241

Non-Federal Total: \$932

Total: \$2,173

Notes:

YOE 2016: FTA 5307 - \$83 (Operating - \$66, Preventative Maintenance - \$15, Vehicle-Related Equipment - \$2), State - \$35 (Operating - \$33, Preventative Maintenance - \$1, Vehicle-Related Equipment - \$1), and Local- \$35 (Operating - \$33, Preventative Maintenance - \$2, Vehicle-Related Equipment - \$0)

YOE 2017: FTA 5307 - \$369 (Operating - \$266, Preventative Maintenance - \$60, Vehicle-Related Equipment - \$8, City Transit Program Manager - \$24 (CAP) \$10 (PLANNING), Training Expenses - \$1), State - \$105 (Operating - \$99, Preventative Maintenance - \$5, Vehicle-Related Equipment - \$1), and Local- \$188 (Operating - \$167, Preventative Maintenance - \$9, Vehicle-Related Equipment - \$2, City Transit Program Manager - \$6 (CAP) \$3 (PLANNING), Training Expenses - \$1)
YOE 2018: FTA 5307 - \$434 (Operating - \$277, Preventative Maintenance - \$62, Vehicle-Related Equipment - \$9, City Transit Program Manager - \$58 (CAP) \$25 (PLANNING), Training Expenses - \$3) and Local- \$317 (Operating - \$277, Preventative Maintenance - \$15, Vehicle-Related Equipment - \$2, City Transit Program Manager - \$14 (CAP) \$6 (PLANNING), Training Expenses - \$3)
YOE 2019: FTA 5307 - \$355 (Operating - \$214, Preventative Maintenance - \$47, Vehicle-Related Equipment - \$7, City Transit Program Manager - \$58 (CAP) \$25 (PLANNING), Training Expenses - \$4) and Local- \$252 (Operating - \$214, Preventative Maintenance - \$12, Vehicle-Related Equipment - \$2, City Transit Program Manager - \$14 (CAP) \$6 (PLANNING), Training Expenses - \$4)

TRANSPORTATION IMPROVEMENT PROGRAM

Financial Plan Update

Approval of Amendment No. 3 to the Fiscal Years 2016-2020 Transportation Improvement Program (TIP) will require financial constraint table from the Fiscal Years 2016-2020 TIP to be modified as follows:

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

	Fiscal Year					Total
	2016	2017	2018	2019	2020	
Federal Highway Administration						
National Highway Performance Program	\$0	\$12,399	\$2,339	\$7,300	\$0	\$22,038
Highway Safety Improvement Program	\$1,098	\$1,700	\$0	\$0	\$0	\$2,798
Earmark	\$0	\$355	\$0	\$0	\$0	\$355
Nebraska Department of Roads	\$1,886	\$3,092	\$2,715	\$811	\$20,727	\$29,231
City of Grand Island	\$125	\$3,250	\$10	\$0	\$1,262	\$4,647
	\$3,109	\$20,796	\$5,064	\$8,111	\$21,989	\$59,069

	Fiscal Year					Total
	2016	2017	2018	2019	2020	
Federal Transit Administration						
Section 5307	\$183	\$369	\$434	\$355	\$0	\$1,341
Section 5311	\$18	\$19	\$19	\$0	\$0	\$56
Nebraska Department of Roads	\$41	\$111	\$6	\$0	\$0	\$158
City of Grand Island	\$60	\$188	\$317	\$252	\$0	\$817
Hall County	\$6	\$6	\$6	\$0	\$0	\$18
	\$308	\$693	\$782	\$607	\$0	\$2,390

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, April 10, 2017

Regular Session

Item H3

Approval Recommendation of Final Draft Long Range Transportation Plan Amendment No. 2

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

GIAMPO's PPP indicates a public comment period of at least 30 days for an LRTP amendment prior to GIAMPO Policy Board approval. The public comment period of LRTP Amendment No. 2 will begin on April 12, 2017 and conclude on May 12, 2017.

Staff Contact: Allan Zafft, MPO Program Manager

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

Total Available Roadway Funds (\$1,000)				
Time Period	Federal	State	Local	Total Revenues
2016-2025	\$28,193	\$109,366	\$42,430	\$179,989
2026-2040	TBD ⁹	\$169,495	\$89,952	\$259,447
Total	\$28,193	\$278,861	\$132,382	\$439,436

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

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

Table 7-2: Funds Available for New Roadway Projects

New Roadway Project Revenue (\$1,000)			
Time Period	Federal	Local / State	Total Revenues
2016-2025	\$0	\$50,574	\$50,574
2026-2040	TBD ¹⁰	\$113,236	\$113,236
Total	\$0	\$163,810	\$163,810

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

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

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

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

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

Total Available Roadway Funds (\$1,000)				
Time Period	Federal	State	Local	Total Revenues
2016-2025	\$28,193	\$109,366	\$42,430	\$179,989
2026-2040	TBD ¹⁴	\$169,495	\$89,952	\$259,447
Total	\$28,193	\$278,861	\$132,382	\$439,436

Committed Costs

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

Between 2016 and 2029, NDOR will complete a major reconstruction on I-80 in the GIAMPO study area, the reconstruction of U.S.-281 between U.S.-30 and Broadwell, and replacement of three bridges on U.S.-30. NDOR has also committed to construct a U.S.-30 west bypass from west of US-281 to near County Road 20 and then also install automated gates at I-80 interchanges. The total cost of these projects, shown in Table 9-2, is estimated at \$67 million.

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

Table 9-2: Committed Project Cost

Committed Project Cost (\$1,000)				
Time Period	Federal	State	Local	Total Costs
2016-2025	\$28,193	\$33,088	\$5,925	\$67,206

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

Operation & Maintenance & Reconstruction Costs

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

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

Table 9-3: Operation and Maintenance Budget

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

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

Table 9-4: Available Roadway Revenue

Available New Project Revenue (\$1,000)			
Time Period	Federal	Local / State	Total Revenue
2016-2025	\$0	\$50,574	\$50,574
2026-2040	TBD ¹⁵	\$113,236	\$113,236
Total	\$0	\$163,810	\$163,810

9.2 Project Priority Process

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

Project Evaluation

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

Public Input

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

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

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

Table 9-5: Fiscally Constrained Project Plan

Grand Island Area MPO Transportation Improvement Program FY 2016-2020 / FY 2018-2022										
State ID	Project Name	Project Description	A/Q Status	Length (SLM)	Total Project Est.	Phase	YOE	Fund Type	Fund Description	TIP Estimate by Phase Amount (\$1,000)
41704	US-281 West, Grand Island	4 lane divided roadway on new alignment US-30 from 1.4 mi west of Grand Island to 0.4 mi west of N-2, Begin Ramp - 308.64	Exempt	3.9 mi	\$29,681	PE	2016	City	Grand Island	\$153
						PE	2016	State	Build Nebraska	\$2,057
						ROW	2017	City	Grand Island	\$47
						ROW	2017	State	Build Nebraska	\$2,092
						Const/CE	2020	City	Grand Island	\$2,465
						Const/CE	2020	State	Build Nebraska	\$22,867
42674	Platte River - Phillips	Mill, Concrete repair, resurface 4-lane dual Roadway and Shoulders, Bridge repair I-80 from Platte River west of Grand to Phillips, Beginning RP - 310.88	Exempt	7.7 mi	\$8,144	PE	2017	State	NDOR	\$31
						ROW	2018	State	NDOR	\$1
						Const/CE	2019	NHPP	National Highway Performance Program	\$7,300
						Const/CE	2019	State	NDOR	\$812

State ID	Project Name	Project Description	A/Q Status	Length (SLM)	Total Project Est.	Phase	YOE	Fund Type	Fund Description	TIP Estimate by Phase Amount (\$1,000)
42690	In Grand Island & North	Resurf existing roadway & US-281/N-2 ramps, concrete repair, brdge repair, add subdrains US-281 from Old US-30 Viaduct over UPRR, North to 1.8 mi South of Howard County Line Beginning RP - 68.90	Exempt	9.6 mi	\$18,707	PE	2015	State	NDOR	\$779
						Const/CE	2017	City	Grand Island	\$3,126
						Const/CE	2017	NHPP	National Highway Performance Program	\$11,450
						Const/CE	2017	SFTY	Nation Safety Improve. Program	\$585
					Const/CE	2017	State	NDOR	\$2,767	
42773	Grand Island - WACO	Deploy automated gate systems and CTV Cameras Several I-80 interchanges in District 4	Exempt	0	\$1,537	PE	2016	State	NDOR	\$39
						Const/CE	2017	EM	Earmark	\$355
						Const/CE	2017	NHPP	National Highway Performance Program	\$949
					Const/CE	2017	State	NDOR	\$194	
42776	In Grand Island Bridges	Bridge repair/overlay,sealing, approach slabs Three Bridges in Grand Island Beginning RP - 312.93	Exempt	0	\$2,924	Const/CE	2018	NHPP	National Highway Performance Program	\$2,339
						Const/CE	2018	State	NDOR	\$585

State ID	Project Name	Project Description	A/Q Status	Length (SLM)	Total Project Est.	Phase	YOE	Fund Type	Fund Description	TIP Estimate by Phase Amount (\$1,000)
42812	Grand Island - Stolley Park Reconfiguration	Reconfigure Stolley Park Road to 3,4 and 5 lane sections - FHWA Road Diet Initiative From Webb Road to S. Locust St	Exempt	2.04 mi	\$1,349	PE	2016	SFTY	Nation Safety Improve. Program	\$100
						PE	2016	Local	Grand Island	\$10
						Const./CE	2017	SFTY	Nation Safety Improve. Program	\$1,115
						Const./CE	2017	Local	Grand Island	\$124
42828	District 4 - Districtwide striping	Install durable pavement markings	Exempt	0	\$1,110	PE	2016	State	NDOR	\$1
						Const/CE	2016	State	NDOR	\$111
						Const/CE	2016	SFTY	Nation Safety Improve. Program	\$998
	Transit Needs Analysis	Feasibility Study to identify Transit Needs	Exempt		\$125		2016	FTA	Sec. 5307	\$100
							2016	Local	Grand Island	\$25
42787	Cairo - Grand Island	Resurfacing	Exempt	12.3 mi	\$3,754	PE	2019	State	NDOR	\$1
		N-2 from Cairo southeast to US-281 in Grand Island, Begin RP - 343.73				Const/CE	2022	NHPP	National Highway Performance Program	\$3,002
						Const/CE	2022	State	NDOR	\$751
Total									\$67,331	

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

GIAMPO Project Listing 2021-2025								
Project ID	Project Name	Project Description	From	To	Jurisdiction	Total Cost (\$1,000) Current Year	Total Cost (\$1,000) Future Year	Available Fiscal Constrained (\$1,000)
2016 - 2025								\$50,574
	Intersection Improvements	Improvements at various intersections	Various	Various	Grand Island	\$3,500	\$4,606	\$45,968
B-3a	Stuhr Road	Widen to 3 lanes	US-30	BNSF RR	Grand Island	\$9,656	\$12,707	\$33,261
B-2a	Old Potash Highway	Widen to 5 lanes	Claude Road	Webb Road	Grand Island	\$4,307	\$5,668	\$27,593
B-8	Husker Highway	Widen to 3 lanes	US-281	North Road	Grand Island	\$4,947	\$6,510	\$21,083
B-7	Stolley Park Road	Widen to 3 lanes	Fair Ground Entrance	Stuhr Road	Grand Island	\$2,183	\$2,872	\$18,211
B-1a	Capital Avenue	Widen to 5 lanes	Broadwell Avenue	BNSF RR/Oak Street	Grand Island	\$3,438	\$4,524	\$13,687
B-6	13th Street	Widen to 3 lanes	West of US-281	Independence Avenue	Grand Island	\$4,193	\$5,517	\$8,170
Total 2021-2025						\$32,224	\$42,404	\$8,170

Table 9-5 Fiscally Constrained Project Plan continued

GIAMPO Project Listing 2026-2040								
Project ID	Project Name	Project Description	From	To	Jurisdiction	Total Cost (\$1,000) Current Year	Total Cost (\$1,000) Future Year	Available Fiscal Constrained (\$1,000)
2026-2040								\$121,406*
B-4	North Road	Widen to 3 lanes	Highway 2	Old Potash Highway	Grand Island	\$11,081	\$14,582	\$106,824
	Intersection Improvements	Improvements at various intersections	Various	Various	Grand Island	\$3,764	\$7,332	\$99,492
2	Stuhr Bridges over BNSF and UPRR	Engineering			Grand Island	\$2,048	\$3,989	\$95,503
B-3b	Stuhr Road	Widen to 3 lanes	BNSF RR	US-34	Grand Island	\$9,656	\$18,809	\$76,694
B-1b	Capital Avenue	Widen to 3 lanes	BNSF RR/Oak Street	St Paul Road	Grand Island	\$1,781	\$3,470	\$73,224
B-1c	Capital Avenue	Widen to 3 lanes	Dairy Queen	Engleman Road	Grand Island	\$5,700	\$11,103	\$62,121
B-2b	Old Potash Highway	Widen to 3 lanes	Engleman Road	Claude Road	Grand Island	\$5,269	\$10,264	\$51,857
B-5	Swift Road	New 2-lane road	Talc Road	Shady Bend Road	Grand Island	\$3,150	\$6,136	\$45,721
4	Broadwell over UPRR and Broadwell Extension	Broadwell Avenue Widening (5-lane)	Faidley Avenue	Third Street	Grand Island	\$3,900	\$7,597	\$38,124
5		Broadwell UPRR bridge				\$13,000	\$25,323	\$12,801
6		Broadwell Extension (3-lane)	Anna Street	Adams Street		\$4,900	\$9,545	\$3,256
Total 2026-2040						\$53,768	\$104,735	\$3,256

*Note: includes \$8,170 of FY2016-2025 carryover plus forecast \$113,236.

Table 9-6: Illustrative Project Plan

GIAMPO Illustrative Projects								
Project ID	Project Name	Project Description	From	To	Jurisdiction	Total Cost (\$1,000) Current Year	Total Cost (\$1,000) Future Year	Available Fiscal Constrained (\$1,000)
Illustrative Project 2040+								\$3,256
11	13th St. – 10th St. Connector	Reconstruct	W 13th Street	10th Street	Grand Island	\$600	\$992	
7	North Road and UPRR Bridge	Widen to 3 lanes; new 2-lane bridge	Old Potash Hwy	Husker Hwy	Grand Island	\$16,200	\$26,776	
9	Broadwell over BNSF	Widen to 5 lanes	Capital Avenue	Airport Road	Grand Island	\$14,300	\$23,636	
		Realign Old Highway 2 to connect Custer Avenue;						
		New 4-lane bridge						
3	Eddy Street Extension	New 2-lane Road	Phoenix Avenue	Locust Street	Grand Island	\$3,300	\$5,454	
12	Alda Road and UPRR Bridge	New 2-lane bridge	Apollo Street	Hwy 30	Grand Island	\$11,300	\$18,677	
15	East Bypass (5-lanes)	5-lane Stolley Park Road *	Locust Street	Stuhr Road	Grand Island	\$2,500	\$4,132	
		5-Lane Stuhr Road / Sky Park Road *	US-34	Capital Avenue		\$11,875	\$19,628	
		5-lane Husker Hwy	US-281	Stuhr Road		\$18,750	\$30,991	
		5-lane Captial Avenue	BNSF RR/Oak Street	Sky Park Road		\$20,375	\$33,677	
16	East Bypass US-281 to I-80	4-lane Expressway	I-80	US 281	Grand Island	\$78,750	\$130,162	
2	Stuhr Road bridge over UPRR	New 4-lane bridges	Highway 30	4th Street	Grand Island	\$15,952	\$26,366	
	Stuhr Road bridge over BNSF	New 4-lane bridge			Grand Island	\$11,000	\$18,181	

*expand 3-lane to 5-lane

Technical Advisory Committee

Monday, April 10, 2017

Regular Session

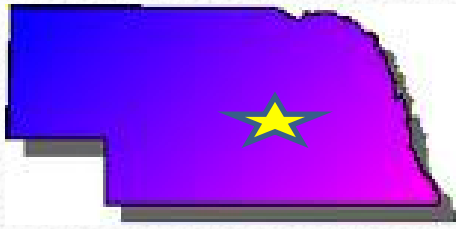
Item H4

Approval Recommendation of Final Draft FY 2018 Unified Planning Work Program

GIAMPO is required to develop a Unified Planning Work Program (UPWP) each year. 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 2018.

GIAMPO's PPP indicates a public comment period of at least 15 days for a new UPWP prior to GIAMPO Policy Board approval. The public comment period of the FY 2018 UPWP will begin on April 12, 2017 and conclude on April 27, 2017.

Staff Contact: Allan Zafft, MPO Program Manager



Grand Island Area Metropolitan Planning Organization (GIAMPO)

FY 2018 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 – March 2017

**Grand Island Area Metropolitan Planning Organization (GIAMPO)
Unified Planning Work Program for Fiscal Year 2018**

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: Noel Salac, 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: Noel Salac, Wes Wahlgren

Merrick County Public Works Director or Highway Superintendent: Mike Meyer

One representative from the Village of Alda: Ramona Schafer

Ex-Officio (non-voting) Members:

FHWA Nebraska Division Transportation Planner or designee: Justin Luther

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

NDOR Local Projects Division Urban Engineer: Larry Legg

Grand Island Finance Director: Renae Griffiths

One representative from the Union Pacific Railroad and one representative from the Burlington Northern Santa Fe Railroad may be appointed to the committee by their respective companies; other rail system operators may be added by the policy board as needed: Kyle Nodgaard, Kelli O'Brien

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

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

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

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General Acronyms

ADA	Americans with Disabilities Act
AICP	American Institute of Certified Planners
AMPO	Association of Metropolitan Planning Organizations
APA	American Planning Association
CFR	Code of Federal Regulations
DOT	Department of Transportation
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GIAMPO	Grand Island Area Metropolitan Planning Organization
GIS	Geographical Information System
HPMS	Highway Performance Management System
LEP	Limited English Proficiency
L RTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21 st Century Act
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
NDOR	Nebraska Department of Roads
ONE DOT	Federal Highway Administration and Federal Transit Administration
PEA	Planning Emphasis Areas
PPP	Public Participation Plan
TAC	Technical Advisory Committee

TIP	Transportation Improvement Program
TrAMS	Transit Award Management System
UPWP	Unified Planning Work Program
3-C	Continuing, Cooperative, and Comprehensive

Introduction

What is the UPWP?

The purpose of the Unified Planning Work Program (UPWP) is to provide the citizens of the Grand Island Area Metropolitan Planning Organization (GIAMPO) and all partnering governing bodies with an outline of the Metropolitan Planning Organization's (MPO) planned work activities for fiscal year 2018 (July 1, 2017 to June 30, 2018). The UPWP is a budget document prepared annually, and it may be amended by the GIAMPO Policy Board as priorities and activities change.

The UPWP provides guidance and serves as a management mechanism for scheduling, budgeting, and evaluating the planning activities of GIAMPO. The UPWP defines the major administrative and technical work elements for a specific planning year and identifies the major sources of funding for these projects. The primary purpose of the UPWP is to ensure adherence to/compliance with provisions of 23 CFR 450. The UPWP guides GIAMPO in completing the work elements that lead to the development and implementation of the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP).

The work elements defined in the UPWP are reviewed and approved by GIAMPO, ONE DOT (Federal Highway Administration and Federal Transit Administration), and the Nebraska Department of Roads (NDOR) who in turn have designated the City of Grand Island as the contracting agent responsible for administering and performing these elements approved within the program.

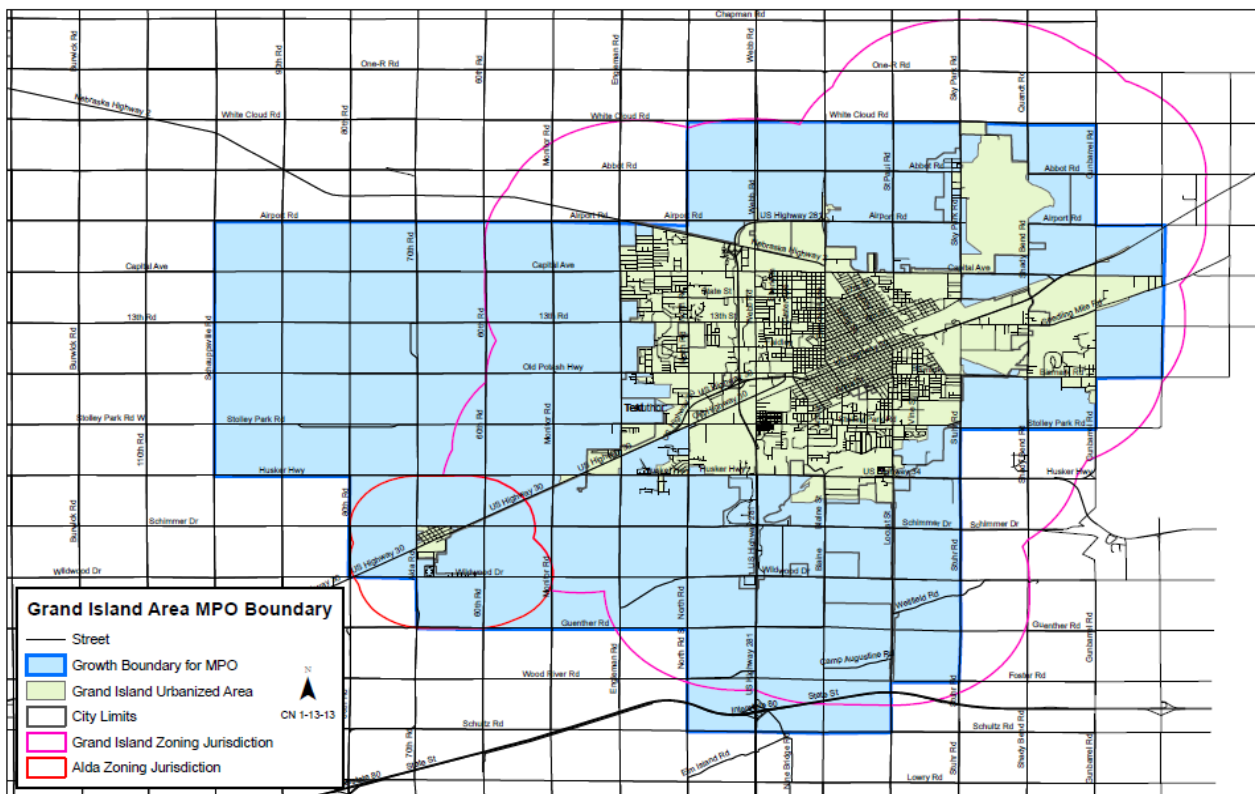
What is GIAMPO?

The Grand Island Area Metropolitan Planning Organization (GIAMPO) is the federally required Metropolitan Planning Organization (MPO) to carry out the Continuing, Cooperative, and Comprehensive (3-C) transportation planning process for the Grand Island metropolitan region. Responsibilities of GIAMPO include, but are not limited to:

- Providing the forum for local decision-making on transportation issues of a regional nature.
- Encouraging and seeking public involvement throughout the planning and development of the area's transportation plans and programs.
- Facilitating the development of all planning elements for the Metropolitan Planning Area
- Submitting transportation planning documents to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and NDOR.

GIAMPO is responsible for transportation planning activities within a geographic area identified as the Metropolitan Planning Area (MPA). GIAMPO's MPA is comprised of the City of Grand Island, Village of Alda, portions of Hall County, and a portion of west Merrick County. The MPA is shown in **Figure 1**.

Figure 1 – GIAMPO Metropolitan Planning Area (MPA)



GIAMPO’s structure is formed by two designed committees – Policy Board and Technical Advisory Committee (TAC). GIAMPO staff provides support to these committees.

Policy Board

The Policy Board is the governing body of GIAMPO. It is comprised of mostly elected officials that establish the overall policy direction for GIAMPO’s planning activities. The Policy Board has the final responsibility of these activities, and it approves the MPO work products such as the UPWP, LRTP, and TIP.

Technical Advisory Committee

The Technical Advisory Committee (TAC) is a staff-level committee, which advises the Policy Board on technical matters related to MPO work products, transportation policies, and other technical studies and plans considered by GIAMPO. The TAC can establish subcommittees to provide technical and recommendations to them on transportation-related projects or issues. In 2016, a Bicycle and Pedestrian Advisory subcommittee was established for the GIAMPO Bicycle and Pedestrian Master Plan.

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 MPO Program Manager supported by the Director of Public Works/City Engineer and the Public Works staff in conjunction with the Director of the Hall County Regional Planning Department, and various administrative staff.

MPO FY 2018 Staff Time Estimates

Staff (equivalent staff time) Estimated	Staff Months	Est. Hours
Professional Staff (MPO Program Manager) - Direct	11.0	1,904
Administrative Staff (Administrative Assistance) - Direct	0.1	25

Federal Requirements for Transportation Planning

The *Fixing America's Surface Transportation Act* or "FAST Act", became law on December 4, 2015, and continues the Metropolitan Planning program. This program continues the federal requirement of the metropolitan transportation planning process to be continuous, cooperative, and comprehensive. The FAST Act includes ten (10) factors required for consideration in the planning process. The UPWP includes work activities to be accomplished over fiscal year 2018 which will address these factors. The ten (10) factors are the following:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

Planning Emphasis Areas

The FHWA and FTA have jointly issued Planning Emphasis Areas (PEAs) for federal fiscal year 2016 that are planning areas the MPOs and State Departments of Transportation (DOTs) are to address as they develop their planning work programs. Listed here are the three strategic objectives for surface transportation that highlight current transportation planning regulations.

Transition to Performance Based Planning and Programming – This is the implementation of a performance management approach to transportation planning and programming.

Promote Cooperation and Coordination across Transit Agency, MPO, and State Jurisdictions – This is to be a coordinated approach with State DOTs, MPOs, and providers of public planning to improve the effectiveness of transportation decision-making that better supports common goals.

Access to Essential Services (Ladders of Opportunity) – The transportation planning process is used to develop and implement analytical methods that identify gaps in the connectivity of the transportation system and develop infrastructure and operational solutions that provide adequate access to essential services.

FY 2017 GIAMPO Accomplishments

The items listed below are the major activities completed during the previous fiscal year:

- Approved amendments to the Long Range Transportation Plan, FY 2016-2020 Transportation Improvement Program, FY 2017 UPWP, and Public Participation Plan
- Adopted the FY 2018-2022 Transportation Improvement Program for the GIAMPO Metropolitan Planning Area
- Adopted the GIAMPO Americans with Disabilities Act (ADA) Self-Evaluation Plan
- Acquired approval on the FTA 5307 grant application for transit operations in the Grand Island Urbanized Area for the period between July 1, 2016 to June 30, 2017
- Began the Regional Transit Needs Assessment and Feasibility Study
- Started the GIAMPO Bicycle and Pedestrian Master Plan

MPO FY 2018 Work Elements

The following pages detail the work elements that GIAMPO will undertake in FY 2018. These elements are divided into Unified Planning Work Program, Transportation Improvement Program, Public Participation Plan, Short Range Planning Activities, Long Range Transportation Plan, Transit Planning, and Administration/System Management.

Element A - Unified Planning Work Program (UPWP)

Purpose: Develop and maintain the annual UPWP and budget

Previous Work:

- Approved FY 2017 UPWP, including Amendment No. 1 and one Administrative Modification

Activities:

- Evaluate the status of work elements in the FY 2018 UPWP
- Maintain the FY 2018 UPWP and budget through Amendments and Administrative Modifications, as necessary
- Maintain the annual FHWA PL and Section 5305 grant contracts and any subsequent amendments
- Coordinate with planning partners regarding UPWP activities
- Prepare a "DRAFT" FY 2019 UPWP and submit it to NDOR by April 16, 2018
- Finalize and adopt the FY 2019 UPWP and budget by July 1, 2018

End Products:

- Amendments and Administration Modifications to the FY 2018 UPWP as needed
- Annual "DRAFT" FY 2019 UPWP
- Annual "FINAL" FY 2019 UPWP

<u>Budget - 150 MPO Program Manager Hours</u>	<u>Costs</u>	<u>Schedule</u>
FY 2018 UPWP and Budget Amendments/Admin Modifications	\$ 1,758.30	Ongoing
"DRAFT" FY 2019 UPWP	\$ 6,154.05	3 rd /4 th Quarters
"FINAL" FY 2019 UPWP	\$ 879.15	4 th Quarter
Other Direct	<u>\$ 500.00</u>	
Total Budget	\$ 9,291.50	

Element B - Transportation Improvement Program (TIP)

Purpose:

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.

Previous Work:

- Adopted the FY 2016-2020 TIP, including Amendment No. 1, Amendment No. 2, and one Administration Modification

Activities:

- Meet with stakeholders, decision-makers, and citizens concerning the TIP process and the TIP Program, when needed. This includes the development and 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.
- Evaluate the status of projects in the FY 2018-2022 TIP
- Maintain the FY 2018-2022 TIP through Amendments and Administrative Modifications, as necessary
- Prepare the FY 2019-2023 TIP, which includes the self-certification of the MPO Planning Process
- 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:

- Amendments and Administrative Modifications to the FY 2018-2022 TIP as needed
- Final "Draft" FY 2019-2023 TIP adopted by May 23, 2018
- Final "Draft" FY 2019-2023 TIP submitted to NDOR by June 15, 2017
- 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
FY 2018-2022 TIP Amendments/Admin Modifications	\$ 1,494.56	Ongoing
Grand Island's 1 and 6 Year Road Plan	\$ 996.37	2 nd Quarter
TIP Policy/Selection Process	\$ 996.37	3 rd /4 th Quarters
Approved FY 2019-2023 TIP	\$ 4,981.85	4 th Quarter
Federal/State Funds Expended Prior Year Publication	\$ 1,494.55	3 rd Quarter
Other Direct	<u>\$ 500.00</u>	
Total Budget	\$ 10,463.70	

Element C – Public Participation Plan (PPP)

Purpose:

Conduct public involvement activities in accordance with the Public Participation Plan (PPP) to effectively and continuously engage public input for the transportation planning process.

Previous Work:

- Continued making updates and enhancements to the GIAMPO website
- Published notices for meetings and public comment periods of MPO work products

- Conducted public comment periods for MPO work products
- Approved PPP No. 1
- Adopted the ADA Self-Evaluation and Transition Plan
- Adopted the Title VI Implementation Plan

Activities:

- 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, as requested.
- 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
- Amend and revise the PPP as needed
- Maintain the Title VI Implementation Plan
- Attend public information meetings for transportation improvement projects and/or studies (as needed)
- Conduct public comment periods for MPO work products
- Publish notices for meetings and public comment periods of MPO work products
- Initiate the development of the Limited English Proficiency (LEP) Plan

End Product

- Continue to update GIAMPO website
- Continue to update social media sites
- Amendments to the PPP as needed
- LEP Plan

Budget - 200 MPO Program Manager Hours	Costs	Schedule
Title VI Mitigation/Assessment	\$ 4,102.70	Ongoing
PPP Review	\$ 2,344.40	Ongoing
Website Development/Maintenance	\$ 2,930.50	Ongoing
MPO Education	\$ 2,344.40	Ongoing
Other Direct	\$ <u>2,500.00</u>	
Total Budget	\$ 14,222.00	

Element D – Short Range Planning

Purpose:

Carry out ongoing short range planning activities like mapping, data collection and maintenance, highway functional classification, and performance measures.

Previous Work:

- Updated Highway Functional Classification System
- Data interpretation
- Compiled data for GIAMPO planning area
- Attended the MAP-21 Transportation Performance Management Overview
- Attended the FHWA’s Safety Target Setting Coordination Training Workshop
- Prepared maps for FY 2018 UPWP and FY 2018-2022 TIP

Activities:

- Coordinate with NDOR and other agencies in obtaining data for the GIAMPO planning area
- Review and update the Highway Function Classification System in coordination with NDOR as needed
- Assist NDOR in Highway Performance Management System (HPMS) data collection (i.e. traffic data collection)
- Provide technical assistance to local and state jurisdictions for their transportation projects as needed
- Perform the following activities relating to performance measures:
 - Develop performance measures and targets in coordination with FHWA, FTA, and NDOR
 - Conduct data collection and analysis related to transportation performance measures
- Work with City of Grand Island’s GIS Coordinator to develop and/or update datasets for the City’s Geographical Information System (GIS) including roads, sidewalks, bicycle routes, trails, traffic counts, crashes, etc.
- Work with City of Grand Island’s GIS Coordinator to prepare maps for analysis, presentation, and work products

End Products

- Updated Highway Function Classification System
- Purchase of traffic counting equipment and supplies

Budget - 120 MPO Program Manager Hours	Costs	Schedule
Performance Measures	\$ 2,109.96	Ongoing
Data Collection	\$ 1,758.30	Ongoing
GIS Database	\$ 1,758.30	Ongoing
Mapping	\$ 1,406.64	Ongoing
Other Direct	<u>\$ 500.00</u>	
Total Budget	\$ 7,533.20	

Element E– Long Range Transportation Plan (LRTP)

Purpose:

Implement and maintain the LRTP with regards to the intent and requirements of the FAST Act and guidance by the FHWA, FTA, and NDOR. This work element will support transportation activities recommended by the LRTP that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods.

Previous Work:

- Reviewed TIP projects to ensure that TIP was consistent with the LRTP
- Approved LRTP Amendment No. 1
- Migrated the regional travel demand model to the MPO
- Completed the following activities for the Bicycle and Pedestrian Master Plan – developed and solicited a Request for Proposal, selected a consultant, and started the project

Activities:

- Through the development of the LRTP, the need was identified to conduct a bicycle and pedestrian study for the Grand Island urbanized area. During FY 2018, GIAMPO will complete a Bicycle and Pedestrian Master Plan, which includes working with the GIAMPO Bicycle and Pedestrian Advisory Committee.

- Coordinate with NDOR’s Goods and Freight Movement Planning activities such as serving on the State Freight Advisory Committee. This activity supports the GIAMPO LRTP goal to improve vehicle mobility and connectivity, which supports economic vitality of the Grand Island area.
- Maintain and refine the regional travel demand model as new data is available
- Amend and/or revise the LRTP as necessary
- Coordinate FAST Act performance measures with FHWA, FTA, and NDOR and continue working on the performance monitoring and reporting required by the FAST Act for inclusion with the next LRTP Update.

End Products:

- LRTP Amendments and/or Revisions
- Bicycle and Pedestrian Master Plan
- Travel Demand Model Maintenance

Budget - 324 MPO Program Manager Hours	Costs	Schedule
Master Bike/Ped Plan – Support Consultant	\$ 5,696.89	1 st /2 nd Quarters
Master Bike/Ped Plan – Professional Services	\$ 80,000.00	1 st /2 nd Quarters
NDOR Freight Planning	\$ 3,797.93	1 st /2 nd Quarters
Travel Demand Model Maintenance	\$ 1,898.96	Ongoing
Amendment and/or Revisions to the LRTP	\$ 7,595.86	Ongoing
Other Direct	\$ 500.00	
Total Budget	\$ 99,489.64	

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 Public Transportation to continue to operate services using unexpended FTA 5311(Rural) funds during a transitional period. In July 2016, the City approved an interlocal agreement where the City will provide public transit services within the City of Grand Island and Hall County through contract services with Hall Public County Transportation (dba Senior Citizens Industries, Inc.) up to a three year period. During FY 2017, GIAMPO began a Regional Transit Needs and Feasibility Study. This study will recommend preferred transit alternatives for the Grand Island urbanized area and rural areas in Hall County.

This work element will conduct and coordinate the planning activities of the City Transit Program to meet applicable federal, state, and municipal requirements.

Previous Work:

- Completed the following activities for the Regional Transit Needs Assessment and Feasibility Study – developed and solicited a Request for Qualifications, selected a consultant, and started the project
- Prepared FTA grant applications for the following activities:
 - Transit operations in the Grand Island Urbanized area from July 1, 2016 to June 30, 2017
 - Transit operations in the Grand Island Urbanized area from July 1, 2017 to June 30, 2018
 - Transit Program Manager position
- Developed a DBE Program and Goal document for the City of Grand Island
- Provided coordination and support with region’s transit services provider
- Completed quarterly TrAMS reports to FTA
- Completed the Local Government Transit Survey for the Statewide Mobility Management project

- Attended FTA and/or NDOR related meetings such as the Mobility Management Coordinating meeting
- Adopted transit performance measures and targets for asset management

Activity:

- Perform a Regional Transit Needs and Feasibility Study. This study will identify transit needs and “Ladders of Opportunity”, and how best to address those needs within the MPO study area. At the conclusion of this study, preferred transit alternatives will be recommended for a five year period.
- Provide administration of planning grants for local transit, including grant preparation and financial and grant management
- Prepare transit elements for the FY 2019 UPWP and FY 2019-2023 TIP
- Complete and submit quarterly TrAMS reports to FTA
- Provide coordination and support with region’s transit services provider
- Attend relevant trainings, workshops, conferences, webinars, and other educational opportunities that include; but not limited to:
 - National Transit Institute
 - FTA
- Participate in the transit triennial review

End Product:

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

<u>Budget – 480 MPO Program Manger Hours</u>	<u>Costs</u>	<u>Schedule</u>
Transit Needs Analysis – Support Consultant	\$ 11,253.12	1 st /2 nd Quarters
Transit Needs Analysis – Professional Services	\$125,000.00	1 st /2 nd Quarters
Grant Administration	\$ 5,626.56	Ongoing
Transit Elements of UPWP and TIP	\$ 2,813.28	Ongoing
Transit Services Provider Coordination and Support	\$ 8,439.84	Ongoing
Other Direct (Training, Travel, Misc.)	<u>\$ 1,500.00</u>	Ongoing
Total Budget	\$154,632.80	

Element G – Administration/Systems Management

Purpose:

Carry out the administrative duties of the MPO. Activities include organizing meetings, producing agenda, minutes, committee support, coordination of agencies, and the general administration of the MPO. In addition, attend various meetings, conferences, workshops and training.

Previous Work:

- Held Policy Board and TAC meetings, including preparing agendas, minutes, and supporting documents
- Attended MPO Annual Coordination meeting and MPO Quarterly Coordination meetings
- Set meeting schedules for the Policy Board and TAC for calendar year 2017
- Held monthly GIAMPO staff meetings, including preparing agendas and supporting documents
- Attended Complete Streets Action Team meetings
- Attended Grand Island Walkability Leadership meetings
- Attended NDOR Freight Advisory Committee meetings
- Attended FHWA-NHI training courses including MAP-21 Transportation Performance Management Overview (including FAST Act Updates) and Freight & Transportation Logistics

- Hired the new MPO Program Manager on July 18, 2016
- Established reporting and invoicing practices for the transportation planning program
- Prepared quarterly progress reports and associated reimbursement requests to NDOR
- Provided for office equipment for the MPO staff

Activities:

- Support the Policy Board, TAC, and Bicycle and Pedestrian Advisory Committee (MPO subcommittee) with meeting packet development, distribution, and other meeting support and administrative duties
- 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
- Attend relevant trainings, workshops, conferences, webinars, and other educational opportunities that include; but not limited to:
 - National Highway Institute
 - FHWA
 - American Planning Association (APA)
 - Association of Metropolitan Planning Organizations (AMPO)
 - Nebraska Chapter of APA annual conference and other workshops
- Prepare for and/or attend relevant transportation-related meetings that include; but not limited to:
 - GIAMPO staff meetings
 - MPO Annual Coordination meeting and MPO Quarterly Coordination meetings
 - NDOR-related meetings
 - Complete Streets Action Team meetings
 - Grand Island Walkability Leadership meetings
- Prepare for and/or attend employee-related activities such as performance evaluation, work benefits, etc.
- Purchase TransCAD technical support and software maintenance for a period of one year

End Product:

- Meeting agendas, minutes, and support documents for Policy Board, TAC, and Bicycle and Pedestrian Advisory Committee
- Quarterly reimbursement requests and progress reports
- General Administration of the established 3-C Transportation Planning Process for GIAMPO. This includes attending educational opportunities, transportation-related meetings, and employee-related activities.

<u>Budget - 485 MPO Program Manager/Admin Staff Hours</u>	<u>Costs</u>	<u>Schedule</u>
Direct		
Prepare Meetings for Policy Board, TAC, and Bicycle and Pedestrian Advisory Committee	\$ 5,571.22	Ongoing
Meeting Minutes and Other Documentation	\$ 4,178.41	Ongoing
Manage Funding Streams and Budget	\$ 6,964.03	Ongoing
General Administration of GIAMPO	<u>\$ 11,142.44</u>	Ongoing
	\$ 27,856.10	
Other Direct		
Office Supplies, Phone, Advertisement, Misc.	\$ 2,500.00	
Software Maintenance/Support TransCAD	\$ 1,200.00	
Individual and Organizational Membership Fees		

with APA, AICP, and AMPO	\$ 800.00
Training/Conferences/Meetings – registration fees, travel, lodging, meals, etc.)	<u>\$ 1,772.61</u>
	\$ 6,272.61
Total Budget	\$ 34,128.71

Total UPWP Budget

It is anticipated that the cost of implementing this UPWP for GIAMPO will be **\$329,761.55**, during FY 2018. Based on the formula funding for MPOs in Nebraska, in FY 2018 GIAMPO is eligible for up to \$143,303.00 Federal Highway Planning funds and \$27,875.00 Federal Transit Section 5305 funds for staffing and other expenses. An additional \$100,000.00 Federal Transit Section 5307 is programmed for a Transit Needs Analysis. The City of Grand Island, by agreement, provides at least a 20% match. Total revenue for the MPO planning program equals **\$338,972.50**.

Grand Island Area Metropolitan Planning Organization

DISTRIBUTION OF COSTS BY WORK ELEMENT

FY 2018 UPWP

FY 2018 FEDERAL HIGHWAY ADMINISTRATION (FHWA) PL - PROGRAM COSTS

July 1, 2017 - June 30, 2018

Project Number - TBD, Control Number - TBD, Agreement No. - TBD

Category	Cost Category	Est. Work Hours	Total	NE Federal	Grand Island	Total
				80%	20%	100%
UPWP						
	Direct Labor - MPO Program Manager	150	5,320.50	4,256.40	1,064.10	5,320.50
	Fringe/Indirect - MPO Program Manager		3,471.00	2,776.80	694.20	3,471.00
	Other Direct		500.00	400.00	100.00	500.00
	Total Unified Planning Work Program		\$9,291.50	\$7,433.20	\$1,858.30	\$9,291.50
TIP						
	Direct Labor - MPO Program Manager	170	6,029.90	4,823.92	1,205.98	6,029.90
	Fringe/Indirect - MPO Program Manager		3,933.80	3,147.04	786.76	3,933.80
	Other Direct		500.00	400.00	100.00	500.00
	Total Transportation Improvement Program		\$10,463.70	\$8,370.96	\$2,092.74	\$10,463.70
PPP						
	Direct Labor - MPO Program Manager	200	7,094.00	5,675.20	1,418.80	7,094.00
	Fringe/Indirect - MPO Program Manager		4,628.00	3,702.40	925.60	4,628.00
	Other Direct		2,500.00	2,000.00	500.00	2,500.00
	Total Public Participation Plan		\$14,222.00	\$11,377.60	\$2,844.40	\$14,222.00
Short Range Planning						
	Direct Labor - MPO Program Manager	120	4,256.40	3,405.12	851.28	4,256.40
	Fringe/Indirect - MPO Program Manager		2,776.80	2,221.44	555.36	2,776.80
	Other Direct		500.00	400.00	100.00	500.00
	Total Short Range Studies		\$7,533.20	\$6,026.56	\$1,506.64	\$7,533.20
L RTP						
	Direct Labor - MPO Program Manager	324	11,492.28	9,193.82	2,298.46	11,492.28
	Fringe/Indirect - MPO Program Manager		7,497.36	5,997.89	1,499.47	7,497.36
	Bike/Ped Master Plan - Outside Consultant Service		80,000.00	64,000.00	16,000.00	80,000.00
	Other Direct		500.00	400.00	100.00	500.00
	Total Long Range Transportation Plan		\$99,489.64	\$79,591.71	\$19,897.93	\$99,489.64
Transit Planning						
	Direct Labor - MPO Program Manager	480	17,025.60	13,620.48	3,405.12	17,025.60
	Fringe/Indirect - MPO Program Manager		11,107.20	8,885.76	2,221.44	11,107.20
	Transit Needs Analysis - Outside Consultant Service 5307		125,000.00	100,000.00	25,000.00	125,000.00
	Other Direct		1,500.00	1,200.00	300.00	1,500.00
	Total Transit Planning		\$154,632.80	\$123,706.24	\$30,926.56	\$154,632.80
Administration/System Management						
	Direct Labor - MPO Program	460	16,316.20	13,052.96	3,263.24	16,316.20
	Fringe/Indirect - MPO Program Manager		10,644.40	8,515.52	2,128.88	10,644.40
	Direct Labor - Administrative Assistance	25	709.75	567.80	141.95	709.75
	Fringe/Indirect - Administrative Assistance		185.75	148.60	37.15	185.75
Other Direct	Office Supplies, Phone, Misc.		2,500.00	2,000.00	500.00	2,500.00
	Software Maintenance/Support TransCAD		1,200.00	960.00	240.00	1,200.00
	Individual and Organizational Membership Fees		800.00	640.00	160.00	800.00
	Training/Conferences/Meetings		1,772.61	1,418.09	354.52	1,772.61
	Total Administration/System Management		\$34,128.71	\$27,302.97	\$6,825.74	\$34,128.71
FHWA 2018	Direct Labor FHWA	1449	51,219.03	40,975.22	10,243.81	51,219.03
	Fringe/Indirect FHWA		33,137.11	26,509.69	6,627.42	33,137.11
	Other Direct (includes Bike/Ped Master Plan - Consultant)		90,772.61	72,618.09	18,154.52	90,772.61
FHWA FY 2018	Grand Total FHWA PL UPWP		\$175,128.75	\$140,103.00	\$35,025.75	\$175,128.75

FTA 2018	Direct Labor FTA	480	17,025.60	13,620.48	3,405.12	17,025.60
	Fringe/Indirect FTA		11,107.20	8,885.76	2,221.44	11,107.20
	Other Direct (includes Transit Needs Study - Consultant)		126,500.00	101,200.00	25,300.00	126,500.00
FTA FY 2018	Grand Total FTA Section 5305		\$154,632.80	\$123,706.24	\$30,926.56	\$154,632.80

NOTES:

Total Highway Planning Federal Highway Planning - FHWA	\$175,128.75	\$140,103.00	\$35,025.75	\$175,128.75
Total Transit Federal Transit Administration	\$154,632.80	\$123,706.24	\$30,926.56	\$154,632.80
Total FY 2018 UPWP	\$329,761.55	\$263,809.24	\$65,952.31	\$329,761.55
FHWA Available Revenue	\$179,128.75	\$143,303.00	\$35,825.75	\$179,128.75
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
Remaining FHWA Funds	\$4,000.00	\$3,200.00	\$800.00	\$4,000.00
Remaining FTA Funds	\$5,210.95	\$4,168.76	\$1,042.19	\$5,210.95
Total Program Funds Remaining	\$9,210.95	\$7,368.76	\$1,842.19	\$9,210.95

Technical Advisory Committee

Monday, April 10, 2017

Regular Session

Item H5

Approval Recommendation of Final Draft FY 2018-2022 Transportation Improvement Program

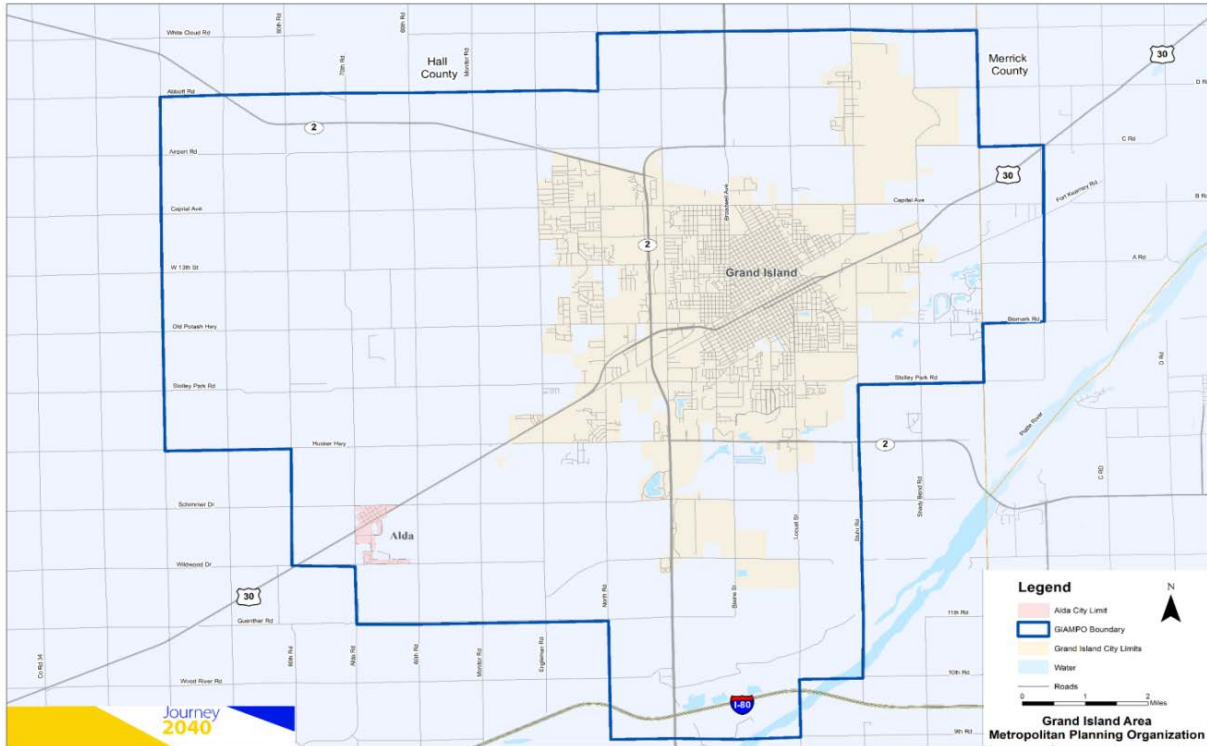
GIAMPO is required to develop a Transportation Improvement Program (TIP) each year. The TIP is the region's short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next five year period.

GIAMPO's PPP indicates a public comment period of at least 30 days for a new TIP prior to GIAMPO Policy Board approval. The public comment period of the FY 2018-2022 TIP will begin on April 12, 2017 and conclude on May 12, 2017.

Staff Contact: Allan Zafft, MPO Program Manager

Transportation Improvement Program Fiscal Years 2018 - 2022

Grand Island Area Metropolitan Planning Organization (GIAMPO)



Disclaimer

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

Draft – March 2017

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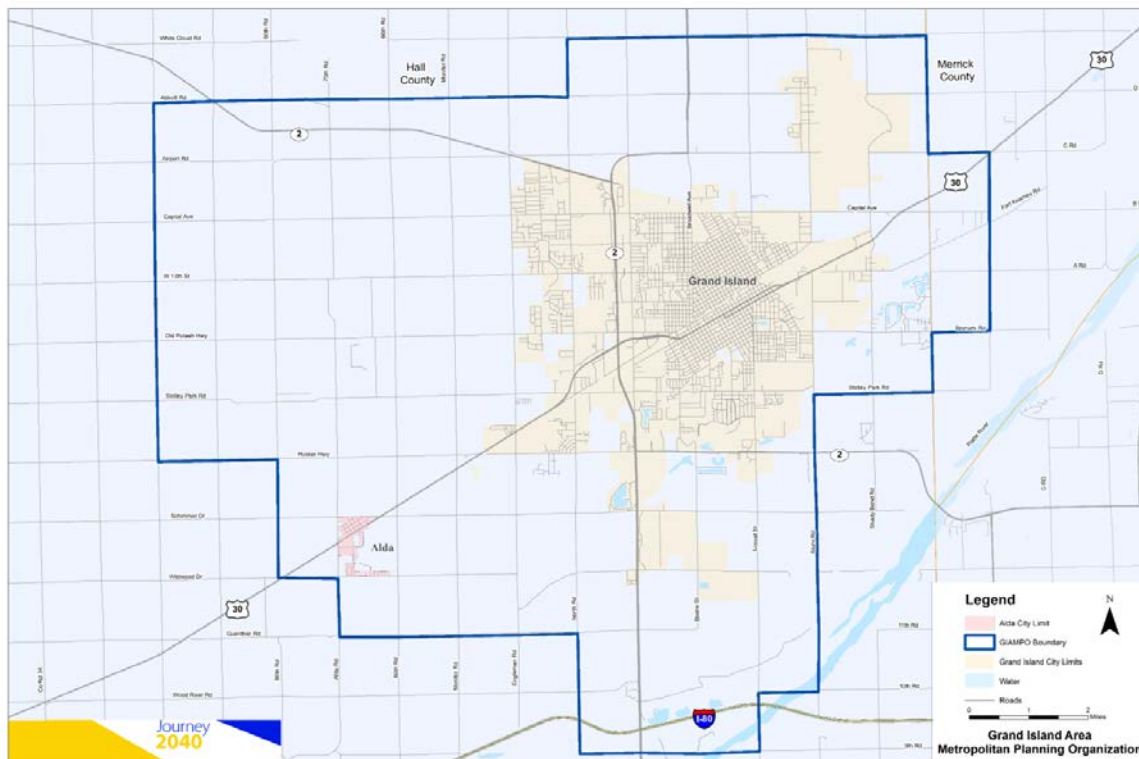
Acronyms

EA	Earmark
GIAMPO	Grand Island Area Metropolitan Planning Organization
HSIP	Highway Safety Improvement Program
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
MPO	Metropolitan Planning Organization
NDOR	Nebraska Department of Roads
NHPP	National Highway Performance Program
STIP	Statewide Transportation Improvement Program
TIP	Transportation Improvement Program
YOE	Year of Expenditure
3-C	Continuing, Cooperative, and Comprehensive

Introduction

The Transportation Improvement Program (TIP) for the Grand Island Area Metropolitan Planning Organization (GIAMPO) Metropolitan Planning Area is a staged, five-year schedule of transportation improvements using (or expected to use) Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funding, state funds, and other projects that have significant system impacts. The TIP is developed cooperatively by the GIAMPO Technical Advisory Committee and agencies within the GIAMPO Metropolitan Planning Area including City of Grand Island Public Works Department, Hall County Public Works Department, Village of Alda, Nebraska Department of Roads (NDOR), and others agencies as transportation related projects are developed. The GIAMPO Metropolitan Planning Area is illustrated in **Figure 1**.

Figure 1 – GIAMPO Metropolitan Planning Area



Federal regulations require that each urbanized area, as a condition to receive federal capital or operating assistance, has a continuing, cooperative, and comprehensive (3-C) transportation planning process. The Metropolitan Planning Organization (MPO) is the organization designated to carry out the 3-C process which results in plans and programs that are consistent with the comprehensively planned development of the urbanized area. The TIP, along with the Long Range Transportation Plan, is a key element of this process. The most recent transportation act, the Fixing America's Surface Transportation Act (FAST Act) signed into law on December 4, 2015, authorizes surface transportation programs and continues the basic planning requirements. In order to remain eligible for federal transportation funding, the planning process must demonstrate that the GIAMPO Metropolitan Planning Area is in compliance with all federal requirements for metropolitan transportation planning.

Purpose of the TIP

The primary purpose of this document is to provide information to FHWA, FTA, NDOR, transportation agencies, and citizens regarding the TIP development process which:

- Depicts the GIAMPO priorities for the expenditure of federal funds for all transportation funding categories by federal fiscal year including highway, public transportation, bicycle, pedestrian, and transportation enhancement projects;
- Provides assurance to the FHWA that the project selection process has been carried out in accordance with federal requirements, Section 134 of Title 23, U.S. Code, as amended; and
- Demonstrates that the TIP is financially feasible. The Project Prioritization and Selection Process is the means by which projects move from the current Long Range Transportation Plan into the TIP for implementation.

Federal Requirements for Transportation Improvement Programs

The planning and programming regulations include specific requirements for development and content of TIPs which are summarized below and addressed within this document.

Time Period

The TIP is to cover at least a four-year period and be updated at least every four years. The financial and project tables included in this document cover FY 2018–2022. NDOR and the MPOs have established an annual update cycle for the TIP. The GIAMPO on an annual basis must submit an approved TIP to NDOR prior to June 15.

Public Comments

The TIP process is to provide opportunity for public review and comment on the TIP. The GIAMPO transportation planning process allows for public involvement at various points within the transportation plan and program development. The GIAMPO Public Participation Plan was adopted on November 24, 2015.

Specific Project Information

The TIP is to list capital and non-capital surface transportation projects to use a variety of federal funds or regionally significant projects requiring FHWA or FTA action. For each project or project phase the TIP shall include sufficient descriptive material including type of work, termini, length, total cost, amount of federal funds, and responsible agency. Line items may be used for projects that are not considered to be of appropriate scale for individual identification. A complete detailed project listing is organized by planning agency, funding sources or project type for each project.

Consistency with the Long Range Transportation Plan

Each project or project phase in the TIP is to be consistent with the Long Range Transportation Plan, its goals, and performance measures. For each project included in the detailed project listing, a Long Range Transportation Plan conformity reference is provided.

Financial Constraint

The TIP is to include a financial plan including system level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain federal-aid highways and public transportation.

Prioritization Process

The TIP should identify the criteria and process for prioritizing projects from the Long Range Transportation Plan for inclusion in the TIP. The Project Prioritization and Selection Process annually reviews projects for the purpose of coordinating priorities and programming projects.

Status of Projects from the previous TIP

The TIP should list major projects from the previous TIP that were implemented or delayed. Each section lists projects under construction, completed, delayed, or moved out of the current programming period.

Transportation Control Measures and Air Quality

The Grand Island Area Metropolitan Planning Area is in conformance for air quality and the state does not require a State Implementation Plan for meeting Clean Air Act requirements.

The Metropolitan Planning Organization Structure

The governor designates the MPOs for urban areas in the state to be responsible for carrying out the urban transportation planning process through the development of a Long Range Transportation Plan and TIP. The GIAMPO is the designated MPO for the Metropolitan Area which includes the City of Grand Island, Village of Alda, and portions of Hall and Merrick Counties. The MPO is composed of elected and appointed officials representing local, state, and federal governments and agencies having interest or responsibility in land use planning, the quality and the location of transportation facilities, transportation safety issues on all roads, and better planning and designs.

The Mayor of the City of Grand Island Area is the “Chair” of the GIAMPO Policy Board. Under the Mayor, the MPO functions through a committee structure consisting of the GIAMPO Policy Board, GIAMPO Technical Advisory Committee, subcommittees which may be created to assist the TAC on various local transportation issues, and MPO administrative staff to establish and approve the Long Range Transportation Plan, TIP, and other work of the MPO. The GIAMPO Policy Board is composed of elected and appointed officials representing local, state, and federal governments or agencies having interest or responsibility in the comprehensive transportation planning process. Below is the current membership of the GIAMPO Policy Board and Technical Advisory Committee.

Current Membership of the Policy Board

Mayor, Jeremy L. Jensen	City of Grand Island
Councilman, Vaughn Minton	City of Grand Island
Councilman, Chuck Haase	City of Grand Island
Councilwoman, Julie Hehnke	City of Grand Island
Councilman, Mike Paulick	City of Grand Island
Superintendent, Scott Arnold	Hall County Board
Superintendent, Gary Quandt	Hall County Board
Pat O'Neill, Chairman	Hall County Planning Commission
Kyle Schneweis, Director	Nebraska Department of Roads
Mokhtee Ahmad, Administrator	FTA Region VII (Ex-Facto)

Current Membership of the Technical Advisory Committee

Voting

Marlan Ferguson, City Administrator	City of Grand Island
Chad Nabity, Director	Hall County Regional Planning Dept.
John Collins, Public Works Director	City of Grand Island
Terry Brown, Director of Engineering Services	City of Grand Island
Brad Zumwalt, Highway Planning Manager	Nebraska Department of Roads
Wes Wahlgren, District 4 Engineer	Nebraska Department of Roads
Casey Sherlock, Public Works Director	Hall County
Mike Meyer, Highway Supervisor	Hall County
Romana Schafer, Clerk/Treasurer	Village of Alda

Non-Voting

Justin Luther, Trans. Planner, Realty, Civil Rights	Federal Highway Administration
Logan Daniels, Program Manager	Federal Transit Administration - VII
Larry Legg, Local Projects Engineer	Nebraska Department of Roads
Noel Salac, Planning & Section Head	Nebraska Department of Roads
Mike Olson, Executive Director	Central Nebraska Regional Airport
Kelli O'Brien	Union Pacific Railroad
Kyle Nogaard	Union Pacific Railroad
Mike Williams	Burlington Northern Santa Fe Railroad
Cindy Johnson	Grand Island Chamber of Commerce
Grand Island Area Economic Development Corporation	
Shannon Callahan, Street Superintendent	City of Grand Island
Rena Griffiths, Finance Director	City of Grand Island

Geographic Area the TIP Covers

The Metropolitan Planning Area is the geographic area in which the metropolitan transportation planning process must be carried out. The boundaries of the Metropolitan Planning Area are determined by agreement between the Governor and the MPO. The GIAMPO Metropolitan Planning Area encompasses the City of Grand Island, Village of Alda, and portions of Hall and Merrick Counties.

Transportation Improvement Program (TIP)

The TIP is a programming document that identifies the timing and funding of all highway, bridge, transit, bicycle, and pedestrian transportation projects scheduled for implementation in the MPO planning area over a four -year period using federal transportation funds and is annually coordinated with the State-TIP process. According to federal regulations governing transportation planning, the TIP is to be a staged multi-year program of transportation improvement projects that "shall cover a period of not less than four years and be consistent with the urban area transportation plan."

The TIP is directly related to the City's, County's, and State's Capital Improvement Programs which are brought forward at this time each year. The TIP identifies funding amounts by source of funding, jurisdictional responsibility, type of project, and year of funding for these projects. This program is a listing of priority projects which are to be carried out within the next five fiscal years which include FY 2017-2018, 2018-2019, 2019-2020, 2020-2021, 2021-2022. Projects planned for implementation beyond this time frame are not listed in this program since local funding may be tentative and federal funds for these projects cannot be obligated.

The TIP reflects the priorities and direction of the region and its state and federal partners in the transportation planning process. Projects identified in the TIP must be consistent with the projects or goals and objectives identified in the current Long Range Transportation Plan for the Grand Island Area. The TIP is part of the MPO's effort to establish and maintain the planning process required by the federal government as a condition for receipt of federal transportation funding. This program of projects depicts the MPO's priorities for the expenditure of federal funds for all transportation funding categories by federal fiscal year including highway, public transportation, bicycle, pedestrian, and transportation enhancement projects. The TIP document may also include, for informational purposes, non-federally funded projects occurring in the planning area. The federal government regulations require the TIP to be updated and adopted by the local MPO at least every four years.

Statewide Transportation Improvement Program (STIP)

The TIP becomes part of the State Transportation Improvement Program (STIP) by reference and the frequency and cycle for updating the TIP is compatible with STIP development and approval process. NDOR and the Nebraska MPOs have established an annual update cycle.

The STIP begins as a compilation of the regional TIPs that have been adopted by the MPOs and develops into a comprehensive list of all highway (state or local) and all transit (capital or operating) projects in urban and rural areas that propose to use federal funds. All federally funded projects proposed to begin between October 1st and September 30th from all of the regional TIPs across the state are included in this STIP including federally funded projects in rural areas. The STIP is updated every year and is to include a minimum four year listing of federal-aid projects for approval by FHWA and FTA.

Conformance with Long Range Transportation Plan

All projects were drawn from, or are consistent with, the GIAMPO Long Range Transportation Plan (Journey 2040), State Transportation Plans and Needs Studies, and the recommendations of local governments and citizens for the TIP. The projects reflect community goals and objectives and are assigned to the appropriate staging period based on the area's priorities, the individual project urgency, and the anticipated funding capabilities of the participating governments.

The TIP document was developed in conformance with the Long Range Transportation Plan for GIAMPO. A review was undertaken to ensure transportation projects programmed in the TIP were found to be consistent with the Long Range Transportation Plan.

The Long Range Transportation Plan was adopted by GIAMPO on April 26, 2016. The development of the Long Range Transportation Plan included a needs assessment and financial analysis and discussed the social, economic, and environmental impacts to consider when developing new transportation projects, and where environmentally sensitive areas are located in relation to projects identified in the horizon years of 2025 and 2040. The Long Range Transportation Plan was transmitted to NDOR and to FHWA and FTA.

Types of Projects included in the TIP

Federal regulations require that any transportation project within the Metropolitan Planning Area that is to be funded with U.S. Department of Transportation funds must be included in the TIP. The types of projects listed below are eligible for federal funding:

- Projects on the federal-aid system (road and bridge construction, reconstruction, resurfacing, restoration, rehabilitation, etc.).
- Public transportation (vehicle maintenance and operations, capital improvement projects, public transit system construction, etc.).
- Projects that are not on the federal-aid system, but may be eligible for federal funding for other reasons (e.g., bridge projects, bicycle and pedestrian facilities, etc.). The projects, however, must be linked to the transportation network.
- Regional projects requiring FHWA or FTA action or projects having significant regional impacts.

Project Selection

The Project Prioritization and Selection Process is the means by which projects move from the current Long Range Transportation Plan (LRTP) into the TIP for implementation. The annual review of projects for the purpose of coordinating priorities and programming projects is documented and posted on the MPO webpage. Projects listed in the TIP typically originate in the LRTP developed by the MPO in cooperation with the respective implementing agencies involved in the planning process. Implementing agencies carry out the transportation plan's specific elements through the programming process. As a result, the TIP serves as a strategic management tool to accomplish the objectives of the Long Range Transportation Plan.

Project prioritization is an important element of the TIP, especially since the demand for federal-aid transportation projects usually exceeds the level of federal funds available for use. State highway projects in the TIP have been prioritized by NDOR. Local federal-aid highway improvement projects programmed by the City of Grand Island, Hall County, Village of Alda, and coordinating agencies have been prioritized according to resource availability. And other projects may be dependent on the availability of competitive funding using the federal Surface Transportation Program, Highway Safety Program, Transportation Alternatives Program, and FTA funds. Other selected projects are accomplished through a coordinated effort among all parties to advance projects which preserve the existing system, increase safety and efficiency of the transportation system, improve vehicle mobility and connectivity, protect and enhance the environment, and support quality of life. Readiness to proceed and financial capacity is also considered in project selection.

Maintenance and Operation of Current Transportation Systems

The highest priority in the selection of projects for the TIP is to ensure the adequate reconstruction, maintenance, and operation of the current transportation system. NDOR is programming three (3) projects for resurfacing and/or repairs/overlays, one (1) project for deploying gates and cameras, and construction of a 4-lane divided roadway on new alignment for a segment of US-30. The City of Grand Island has one (1) project programmed for safety improvements.

Public Transportation Project Prioritization Process

Public transportation projects are funded with a mix of local, state, and federal funds. The public transportation element of the TIP includes projects for the City of Grand Island's Transit Program that collectively constitutes the Program of Projects (POP) for the City of Grand Island's Transit Program. Approval of the TIP includes the approval of the POP for the City of Grand Island's Transit Program. The public involvement procedures used for TIP development and amendments are used to satisfy the POP requirements for FTA Section 5307 (urban) funding.

In 2012, the City of Grand Island became the designated recipient to receive FTA Section 5307 funds. In 2013, the City of Grand Island and Hall County entered into an interlocal agreement for Hall County Public Transportation (dba Senior Citizens Industries, Inc.) to continue to operate services using unexpended FTA Section 5311(rural) funds during a transitional period. In July 2016, the City of Grand Island approved an interlocal agreement where the City of Grand Island would provide public transit services within the City of Grand Island and Hall County through a contract services with Hall Public County Transportation (dba Senior Citizens Industries, Inc.) up to a three year period.

In March 2017, GIAMPO began a Regional Transit Needs and Feasibility Study. This study is scheduled to conclude in November 2017, and it will recommend a preferred alternative for a five year plan for the Grand Island urbanized area. This plan will be used by the City of Grand Island Transit Program to plan and program transit projects in future TIPs.

Financial Plan Statement

The projects identified in the TIP are financially constrained, meaning they can be implemented using current and proposed revenue sources based on the programs contained in the TIP. The expected and anticipated revenue sources are, therefore, reasonably expected to be in place when needed. Revenues for federally funded projects during each year are shown in the Financial Plan on page 14.

Public Involvement Process

The transportation planning process allows for public involvement at various points within the transportation plan and program development. This involves a series of steps from the adoption of the MPO Long Range Transportation Plan that is coordinated with the programming of projects and again for the actual construction of the transportation facilities. The critical decision points in the transportation planning process are: 1) the development of at least a 20 year transportation plan, 2) the street improvement program which identifies priorities for planned projects, 3) the development of capital improvement programs for a period of four to six years, 4) Project Design and Project Construction. The first two steps are included in the long range planning process, the third step consolidates the capital improvement programs of the City, County and State with the MPO TIP and the last step is the specific project design and development.

The City and the County each have an established procedure for adopting improvement programs. Both City and County processes include review by the County Planning Commission for compliance with the Comprehensive Plan and formal advertised public hearings before the Planning Commission and City Council or County Board. The consolidation of these improvement programs is coordinated in the TIP as reviewed by the GIAMPO Technical Advisory Committee before it is released for the public review and comment period. The public comments are summarized, including how the comments were addressed, and incorporated in the TIP. The GIAMPO Policy Board reviews, approves, and submits the TIP to NDOR for inclusion in the STIP.

Annual Listing of Projects

Pursuant to the provisions of 23 U.S.C. 134(j)(7)(B) and 49 U.S.C. 5303(c)(5)(B), the MPO has published an annual listing of projects for which federal funds have been obligated in the preceding year. These are listed in the TIP by jurisdiction within each section. The published document is available for public review from the MPO and on the MPO website under the TIP Section.

Congestion Mitigation and Air Quality (CMAQ)

Federal legislation provides funds to be utilized in the Clean Air Act for non-attainment and maintenance areas for transportation programs and projects that contribute to attainment of National Ambient Air Quality Standards. Since the GIAMPO Metropolitan Planning Area is in compliance with the latest air quality standards, the MPO does not specifically program for CMAQ funding.

Revising an Approved TIP/STIP

Revisions are changes to a TIP/STIP 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 TIP/STIP that involves a major change to a project included in the TIP/STIP. Amendments requires 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.

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

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 mi. can be made with an administrative modification. Project termini not consistent with the Long Range Transportation will require an amendment.

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

**Fiscal Years 2018-2022
Financial Constraint Projects
(\$1,000's)**

Federal Highway Administration	2018	2019	2020	2021	2022	Total
National Highway Performance Program (NHPP)	\$10,588	\$0	\$0	\$0	\$3,002	\$13,590
Highway Safety Improvement Program (HSIP)	\$1,115	\$0	\$0	\$0	\$0	\$1,115
Earmark (EM)	\$355	\$0	\$0	\$0	\$0	\$355
Nebraska Department of Roads (NDOR)	\$1,590	\$1	\$22,867	\$0	\$751	\$25,209
City of Grand Island	\$24	\$0	\$2,465	\$0	\$0	\$2,489
	\$13,672	\$1	\$25,332	\$0	\$3,753	\$42,758

Federal Transit Administration	2018	2019	2020	2021	2022	Total
Section 5307	\$434	\$355	\$0	\$0	\$0	\$789
Section 5311	\$19	\$0	\$0	\$0	\$0	\$19
Section 5339	\$104	\$0	\$0	\$0	\$0	\$104
Nebraska Department of Roads (NDOR)	\$6	\$0	\$0	\$0	\$0	\$6
City of Grand Island	\$343	\$252	\$0	\$0	\$0	\$595
Hall County	\$6	\$0	\$0	\$0	\$0	\$6
	\$912	\$607	\$0	\$0	\$0	\$1,519

NOTE: The financial table above illustrates the identified funding for the projects included in the tables for FY 2018-2022.

**Grand Island Area Metropolitan Planning Organization
Transportation Improvement Program
FY 2018-2022**

Appendix A – Highway Projects

**Grand Island Area Metropolitan Planning Organization
 Transportation Improvement Program
 FY 2018-2022
 State Sponsored Projects**

TIP #: 2016-004 **State ID:** 41704 **Project Name:** US-281 West, Grand Island **Length (SLM):** 3.9
Project #: S-30-4(1046) **Project Sponsor:** NDOR **District #:** 4 **A/Q Status:** Exempt
HWY: US-30 **Location:** US-30 from 1.4 mi west of Grand Island to 0.4 mi west of N-2. Begin RP - 308.64

<u>YOE</u>	<u>Phase</u>	<u>Fund Type</u>	<u>Fund Description</u>	<u>Estimate (\$1,000)</u>	Description: 4 lane divided roadway on new
2016	PE	Local	Grand Island	\$153	
2016	PE	State	NDOR	\$2,057	
2017	ROW	Local	Grand Island	\$47	
2017	ROW	State	NDOR	\$2,092	
2020	CONST/CE	Local	Grand Island	\$2,465	
2020	CONST/CE	State	NDOR	\$22,867	
Total Project Estimate				\$29,681	

Notes: PE in YOE 2016 and ROW in YOE 2017 are not reflected in Financial Constraint Table. This project is in progress.

TIP #: 2016-005 **State ID:** 42674 **Project Name:** Platte River - Phillips **Length (SLM):** 7.7
Project #: NH-80-6(108) **Project Sponsor:** NDOR **District #:** 4 **A/Q Status:** Exempt
HWY: I-80 **Location:** I-80 from Platte River west of Grand Island to Phillips. Begin RP - 310.88

<u>YOE</u>	<u>Phase</u>	<u>Fund Type</u>	<u>Fund Description</u>	<u>Estimate (\$1,000)</u>	Description: Mill, concrete repair, resurface 4-lane dual roadway and shoulder, bridge repair
2017	PE	State	NDOR	\$31	
2018	CONST/CE	Federal	NHPP	\$7,300	
2018	CONST/CE	State	NDOR	\$811	
Total Project Estimate				\$8,142	

Notes: PE in YOE 2017 is not reflected in Financial Constraint Table. This project is in progress.

**Grand Island Area Metropolitan Planning Organization
 Transportation Improvement Program
 FY 2018-2022
 State Sponsored Projects**

TIP #: 2016-007 **State ID:** 42773 **Project Name:** Grand Island - Waco **Length (SLM):** 0.0
Project #: ITS-NH-80-7(162) **Project Sponsor:** NDOR **District #:** 4 **A/Q Status:** Exempt
HWY: I-80 **Location:** At several I-80 interchanges in District 4. Begin RP - 312.10

<u>YOE</u>	<u>Phase</u>	<u>Fund Type</u>	<u>Fund Description</u>	<u>Estimate (\$1,000)</u>	<u>Description:</u>
2017	PE	State	NDOR	\$39	Deploy automated gate systems and CCTV cameras
2018	CONST/CE	Federal	EM	\$355	
2018	CONST/CE	Federal	NHPP	\$949	
2018	CONST/CE	State	NDOR	\$194	
Total Project Estimate				\$1,537	

Notes: PE in YOE 2017 is not reflected in Financial Constraint Table. This project is in progress.

TIP #: 2016-008 **State ID:** 42776 **Project Name:** In Grand Island Bridges **Length (SLM):** 0.0
Project #: NH-30-4(162) **Project Sponsor:** NDOR **District #:** 4 **A/Q Status:** Exempt
HWY: US-30 **Location:** Three US-30 bridges in Grand Island. Begin RP - 312.93

<u>YOE</u>	<u>Phase</u>	<u>Fund Type</u>	<u>Fund Description</u>	<u>Estimate (\$1,000)</u>	<u>Description:</u>
2017	PE	State	NDOR	\$5	Bridge repair/overlay, sealing, approach slaps
2018	CONST/CE	Federal	NHPP	\$2,339	
2018	CONST/CE	State	NDOR	\$585	
Total Project Estimate				\$2,929	

Notes: PE in YOE 2017 is not reflected in Financial Constraint Table. This project is in progress.

**Grand Island Area Metropolitan Planning Organization
 Transportation Improvement Program
 FY 2018-2022
 State Sponsored Projects**

TIP #: 2018-001 **State ID:** 42787 **Project Name:** Cairo - Grand Island **Length (SLM):** 12.3
Project #: NH-2-4(111) **Project Sponsor:** NDOR **District #:** 4 **A/Q Status:** Exempt
HWY: N-2 **Location:** N-2 from Cairo southeast to US-281 in Grand Island

<u>YOE</u>	<u>Phase</u>	<u>Fund Type</u>	<u>Fund Description</u>	<u>Estimate (\$1,000)</u>	<u>Description:</u> Resurfacing
2019	PE	State	NDOR	\$1	
2022	CONST/CE	Federal	NHPP	\$3,002	
2022	CONST/CE	State	NDOR	\$751	
Total Project Estimate				\$3,754	

Status of Previous State Sponsored Projects

Project Sponsor	TIP ID	Project Name	Location	Description	YOE	Phase	Federal Program	Federal (\$1,000)	Status
NDOR	2016-009	District 4 - Districtwide striping	Districtwide	Install durable pavement markings	2016	CONST/CE	HSIP	998	Complete
NDOR	2016-006	In Grand Island & North	US-281 from Old US-30 Viaduct over UPRR, North to 1.8 mi South of Howard County Line, Begin RP - 68.90	Resurface existing roadway & US-281/N-2 ramps, concrete repair, bridge repair, add subdrains.	2017	CONST/CE	NHPP	11,450	Let
					2017	CONST/CE	HSIP	585	Let
NDOR	2016-007	Grand Island - Waco	At several I-80 interchanges in District 4	Deploy automated gate systems and CCTV Cameras	2017	CONST/CE	NHPP	949	Delay to YOE 2018
					2017	CONST/CE	EM	355	Delay to YOE 2018

**Grand Island Area Metropolitan Planning Organization
 Transportation Improvement Program
 FY 2018-2022
 Local Agency Sponsored Projects**

TIP #: 2016-010 **State ID:** 42812 **Project Name:** Grand Island - Stolley Park Reconfiguration **Length (SLM):** 2.0
Project #: HSIP-5402(5) **Project Sponsor:** Grand Island **District #:** 4 **A/Q Status:** Exempt
HWY: Stolley Park **Location:** From Webb Road to S. Locust Street

<u>YOE</u>	<u>Phase</u>	<u>Fund Type</u>	<u>Fund Description</u>	<u>Estimate (\$1,000)</u>	Description:
2017	PE	Federal	HSIP	\$144	Reconfigure Stolley Park Road to 3, 4, and 5 lane sections - FHWA Road Diet Initiative
2017	PE	Local	Grand Island	\$16	
2018	CONST/CE	Federal	HSIP	\$1,115	
2018	CONST/CE	Local	Grand Island	\$24	
Total Project Estimate				\$1,299	

Notes: PE in YOE 2017 is not reflected in Financial Constraint Table. This project is in progress.

Status of Previous Local Agency Sponsored Projects

Project Sponsor	TIP ID	Project Name	Location	Description	YOE	Phase	Federal Program	Federal (\$1,000)	Status
Grand Island	2016-010	Grand Island - Stolley Park	From Webb Road to S. Locust Street	Reconfigure Stolley Park Road to 3, 4, and 5 lane sections - FHWA Road Diet	2016	PE	HSIP	144	Delayed to YOE 2017 - In
					2017	CONST/CE	HSIP	1,115	Delayed to YOE 2018

**Grand Island Area Metropolitan Planning Organization
Transportation Improvement Program
FY 2018-2022**

Appendix B – Transit Projects

**Grand Island Area Metropolitan Planning Organization
Transportation Improvement Program
FY 2018-2022
Local Agency Sponsored Projects
(Includes the Program of Projects for the City of Grand Transit Program)**

TIP #: 2016-001 **State ID:** N/A **Project Name:** Operations - Urban Transit Operating Assistance **Length (SLM):** N/A
Project #: 2016-001 **Project Sponsor:** Grand Island **District #:** 4 **A/Q Status:** Exempt
HWY: N/A **Location:** Grand Island Urbanized Area

<u>YOE</u>	<u>Phase</u>	<u>Fund Type</u>	<u>Fund Description</u>	<u>Estimate (\$1,000)</u>	<u>Description:</u>
2017	OPR	Federal	5307	\$369	Operating assistance for transit services in the Grand Island Urbanized Area include the following: - operating, preventative maintenance, and vehicle-related equipment activities. The transit services are contracted to a provider. - City Transit Program Manager, which are cost associated with the administration and management of the transit program and training expenses of this position.
2017	OPR	State	NDOR	\$105	
2017	OPR	Local	Grand island	\$188	
2018	OPR	Federal	5307	\$434	
2018	OPR	Local	Grand island	\$317	
2019	OPR	Federal	5307	\$355	
2019	OPR	Local	Grand island	\$252	
Total Project Estimate				\$2,020	

Notes: YOE 2017: FTA 5307 - \$369 (Operating - \$266, Preventative Maintenance - \$60, Vehicle-Related Equipment - \$8, City Transit Program Manager - \$24 (CAP) \$10 (PLANNING), Training Expenses - \$1), State - \$105 (Operating - \$99, Preventative Maintenance - \$5, Vehicle-Related Equipment - \$1), and Local- \$188 (Operating - \$167, Preventative Maintenance - \$9, Vehicle-Related Equipment - \$2, City Transit Program Manager - \$6 (CAP) \$3 (PLANNING), Training Expenses - \$1). Not reflected in Financial Constraint Table. This project is in progress.
YOE 2018: FTA 5307 - \$434 (Operating - \$277, Preventative Maintenance - \$62, Vehicle-Related Equipment - \$9, City Transit Program Manager - \$58 (CAP) \$25 (PLANNING), Training Expenses - \$3) and Local- \$317 (Operating - \$277, Preventative Maintenance - \$15, Vehicle-Related Equipment - \$2, City Transit Program Manager - \$14 (CAP) \$6 (PLANNING), Training Expenses - \$3)
YOE 2019: FTA 5307 - \$355 (Operating - \$214, Preventative Maintenance - \$47, Vehicle-Related Equipment - \$7, City Transit Program Manager - \$58 (CAP) \$25 (PLANNING), Training Expenses - \$4) and Local- \$252 (Operating - \$214, Preventative Maintenance - \$12, Vehicle-Related Equipment - \$2, City Transit Program Manager - \$14 (CAP) \$6 (PLANNING), Training Expenses - \$4)

**Grand Island Area Metropolitan Planning Organization
 Transportation Improvement Program
 FY 2018-2022
 Local Agency Sponsored Projects
 (Includes the Program of Projects for the City of Grand Transit Program)**

TIP #: 2016-002 **State ID:** N/A **Project Name:** Operations - Rural Transit Operating Assistance **Length (SLM):** N/A
Project #: 2016-002 **Project Sponsor:** Hall County **District #:** 4 **A/Q Status:** Exempt
HWY: N/A **Location:** Areas outside of the Grand Island Urbanized area in Hall County

<u>YOE</u>	<u>Phase</u>	<u>Fund Type</u>	<u>Fund Description</u>	<u>Estimate (\$1,000)</u>	<u>Description:</u>
2017	OPR	Federal	5311	\$19	Operating assistance for transit services in areas outside of the Grand Island Urbanized Area. The transit services are contracted to a provider.
2017	OPR	State	NDOR	\$6	
2017	OPR	Local	Hall County	\$6	
2018	OPR	Federal	5311	\$19	
2018	OPR	State	NDOR	\$6	
2018	OPR	Local	Hall County	\$6	
Total Project Estimate				\$62	

TIP #: 2018-002 **State ID:** N/A **Project Name:** Vehicle Replacement **Length (SLM):** N/A
Project #: 2016-005 **Project Sponsor:** Grand Island **District #:** 4 **A/Q Status:** Exempt
HWY: N/A **Location:** Grand Island Urbanized Area

<u>YOE</u>	<u>Phase</u>	<u>Fund Type</u>	<u>Fund Description</u>	<u>Estimate (\$1,000)</u>	<u>Description:</u>
2018	CAP	Federal	5339	\$104	Replace two buses
2018	CAP	Local	Grand island	\$26	
Total Project Estimate				\$130	

Status of Previous Local Agency Sponsored Projects

Project Sponsor	TIP ID	Project Name	Location	Description	YOE	Phase	Federal Program	Federal (\$1,000)	Status
Grand Island	2016-001	Operations - Urban Transit Operating Assistance	Grand Island UZA	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.	2016	OPR	5307	83	Complete
Grand Island	2016-003	Transit Needs Analysis	Grand Island UZA	Feasibility Study to identify transit needs and service type in the Grand Island Urbanized Area	2017	PLANNING	5307	100	In Progress
Grand Island	2016-001	Operations - Urban Transit Operating Assistance	Grand Island UZA	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.	2017	OPR	5307	369	In Progress

**Grand Island Area Metropolitan Planning Organization
Transportation Improvement Program
FY 2018-2022**

**Appendix C – Self-Certification of the
MPO Transportation Planning Process**



GIAMPO RESOLUTION 17-X

Grand Island Area Metropolitan Planning Organization

Self-Certification of the MPO Transportation Planning Process

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

WHEREAS, in accordance with 23 U.S.C. 134 and Sec 23 CFR 450.334, the Nebraska Department of Roads and the Grand Island Area Metropolitan Planning Organization hereby certify that the transportation planning process is addressing the major issues in the Metropolitan Planning Area and is being conducted in accordance with all the applicable requirements of:

- 1) 23 U.S.C. 134, 49 U.S.C. 5303 and this subpart;
GIAMPO collaborates with local, State and public transportation agencies to carry out a continuing, cooperative, and comprehensive (3-C) metropolitan planning process through its Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), and other transportation planning activities.
- 2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93;
GIAMPO is designated as an attainment area.
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
GIAMPO recently completed its MPO Title VI Implementation Plan. The GIAMPO Policy Board approved this plan on May 23, 2017.
- 4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
GIAMPO's Public Participation Plan together with the MPO Title VI Implementation Plan and the City of Grand Island's Title VI Nondiscrimination Agreement ensures that no person will be excluded from participation in the planning process. This applies to GIAMPO's LRTP, TIP, UPWP, and other transportation planning activities.
- 5) Section 1101(b) of the Fast Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded planning projects;
The City of Grand Transit Program submitted a revised Disadvantaged Business Program to the Federal Transit Administration in December 2016. This program includes a Fostering Small Business Participation element.
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
GIAMPO does not receive Federal-aid highway construction funds and does not let construction contracts. With regard to transportation planning activities related to contracts utilizing FHWA and FTA PL funds, the selection of private consultants is coordinated by and adheres to NDOR and City of Grand Island Procurement guidelines.

- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
GIAMPO recently completed its American with Disabilities Act (ADA) Self-Evaluation and Transition Plan. The GIAMPO Policy approved this plan on November 22, 2016.
- 8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
GIAMPO is a program of the City of Grand Island's Public Works Department. The City of Grand Island has an Equal Employment Opportunity Policy that prohibits discrimination in employment opportunities or practices on the basis of race, color, religion, sex, sexual orientation, mental or physical disability, marital status, national origin, or genetic information. This policy along with the GIAMPO Public Participation Plan, MPO Title VI Implementation Plan, and ADA Self-Evaluation and Transition Plan ensures every effort will be made to assure nondiscrimination in its transportation planning activities.

NOW, THEREFORE BE IT RESOLVED, that the Policy Board of the Grand Island Area Metropolitan Planning Organization approves that the Grand Island Area Metropolitan Planning Organization certifies, in consideration of the requirements listed herein and to the degree appropriate for the size of the area and the complexity of its transportation problems, that the urban transportation planning process is being carried out in conformance with all applicable federal requirements.

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

Certification:

The foregoing resolution was approved by the Grand Island Area Metropolitan Planning Organization Policy Board at a meeting held on May 23, 2017.

By:

Attest:

Jeremy Jensen, Mayor / Chairperson

John Collins, Public Works Director

Date

Date

By:

Ryan Huff, Intermodal Planning Engineer, Nebraska Department of Roads

Date

Technical Advisory Committee

Monday, April 10, 2017

Regular Session

Item H6

Approval Recommendation of MPO Self-Certification

Concurrent with the submittal of the new Transportation Improvement Program (TIP), the Metropolitan Planning Organization and the Nebraska Department of Roads (NDOR) certify to Federal Highway Administration and Federal Transit Administration that the planning process is being carried out in accordance with all applicable requirements set forth in 23 CFR 450.334. GIAMPO must submit the Certification of the Planning Process to NDOR with the submittal of FY 2018-2022 TIP.

Staff Contact: Allan Zafft, MPO Program Manager

GIAMPO RESOLUTION 17-X

Grand Island Area Metropolitan Planning Organization

Self-Certification of the MPO Transportation Planning Process

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

WHEREAS, in accordance with 23 U.S.C. 134 and Sec 23 CFR 450.334, the Nebraska Department of Roads and the Grand Island Area Metropolitan Planning Organization hereby certify that the transportation planning process is addressing the major issues in the Metropolitan Planning Area and is being conducted in accordance with all the applicable requirements of:

- 1) 23 U.S.C. 134, 49 U.S.C. 5303 and this subpart;
GIAMPO collaborates with local, State and public transportation agencies to carry out a continuing, cooperative, and comprehensive (3-C) metropolitan planning process through its Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), and other transportation planning activities.
- 2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93;
GIAMPO is designated as an attainment area.
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
GIAMPO recently completed its MPO Title VI Implementation Plan. The GIAMPO Policy Board approved this plan on May 23, 2017.
- 4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
GIAMPO's Public Participation Plan together with the MPO Title VI Implementation Plan and the City of Grand Island's Title VI Nondiscrimination Agreement ensures that no person will be excluded from participation in the planning process. This applies to GIAMPO's LRTP, TIP, UPWP, and other transportation planning activities.
- 5) Section 1101(b) of the Fast Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded planning projects;
The City of Grand Transit Program submitted a revised Disadvantaged Business Program to the Federal Transit Administration in December 2016. This program includes a Fostering Small Business Participation element.
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
GIAMPO does not receive Federal-aid highway construction funds and does not let construction contracts. With regard to transportation planning activities related to contracts utilizing FHWA and FTA PL funds, the selection of private consultants is coordinated by and adheres to NDOR and City of Grand Island Procurement guidelines.

- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
GIAMPO recently completed its American with Disabilities Act (ADA) Self-Evaluation and Transition Plan. The GIAMPO Policy approved this plan on November 22, 2016.
- 8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
GIAMPO is a program of the City of Grand Island's Public Works Department. The City of Grand Island has an Equal Employment Opportunity Policy that prohibits discrimination in employment opportunities or practices on the basis of race, color, religion, sex, sexual orientation, mental or physical disability, marital status, national origin, or genetic information. This policy along with the GIAMPO Public Participation Plan, MPO Title VI Implementation Plan, and ADA Self-Evaluation and Transition Plan ensures every effort will be made to assure nondiscrimination in its transportation planning activities.

NOW, THEREFORE BE IT RESOLVED, that the Policy Board of the Grand Island Area Metropolitan Planning Organization approves that the Grand Island Area Metropolitan Planning Organization certifies, in consideration of the requirements listed herein and to the degree appropriate for the size of the area and the complexity of its transportation problems, that the urban transportation planning process is being carried out in conformance with all applicable federal requirements.

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

Certification:

The foregoing resolution was approved by the Grand Island Area Metropolitan Planning Organization Policy Board at a meeting held on May 23, 2017.

By:

Attest:

Jeremy Jensen, Mayor / Chairperson

John Collins, Public Works Director

Date

Date

By:

Ryan Huff, Intermodal Planning Engineer, Nebraska Department of Roads

Date

Technical Advisory Committee

Monday, April 10, 2017

Regular Session

Item H7

Approval Recommendation of Final Draft MPO Title VI Implementation Plan

The MPO Title VI Implementation Plan outlines the responsibilities of the GIAMPO to ensure compliance with Title VI of the Civil Rights Act of 1964 and identifies the procedures to address complaints related to Title VI.

Staff Contact: Allan Zafft, MPO Program Manager

**MPO TITLE VI
IMPLEMENTATION PLAN**

**Nebraska State Department of Roads
and
Grand Island Area Metropolitan Planning Organization**

Policy Statement

The Grand Island Area Metropolitan Planning Organization, hereinafter referred to as the "LPA," assures that no person shall on the grounds of race, color, national origin, age, disability/handicap or sex, as provided by Title VI of the Civil Rights Act of 1964, and the Civil Rights Restoration Act of 1987 (P.L. 100.259) be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving Federal financial assistance. The LPA further assures every effort will be made to ensure nondiscrimination in all of its programs and activities, whether those programs and activities are federally funded or not.

The Civil Rights Restoration Act of 1987 broadened the scope of Title VI coverage by expanding the definition of terms "programs or activities" to include all programs or activities of Federal Aid recipients, sub-recipients, and contractors/consultants, whether such programs and activities are federally assisted or not (Public Law 100259 [S.557] March 22, 1988.)

Pursuant to the requirements of Section 504 of the Rehabilitation Act of 1973 (29 USC 794), the LPA hereby gives assurance that no qualified disabled person shall, solely by reason of his disability, be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination, including discrimination in employment, under any program or activity that receives or benefits from this Federal financial assistance.

In the event the LPA distributes federal aid funds to a sub-recipient, the LPA will include Title VI language in all written agreements and will monitor for compliance.

The LPA's Technical Advisory Committee Member that serves as the City Administrator for the City of Grand Island, is responsible for initiating and monitoring Title VI activities, preparing reports and other responsibilities as required by 23 Code of Federal Regulation(CFR) 200 and 49 Code of Federal Regulation 21.

Marlan Ferguson

Name of Responsible Agency Official (Please Print)

City Administrator for the City of Grand Island

Title

May 23, 2017

Date

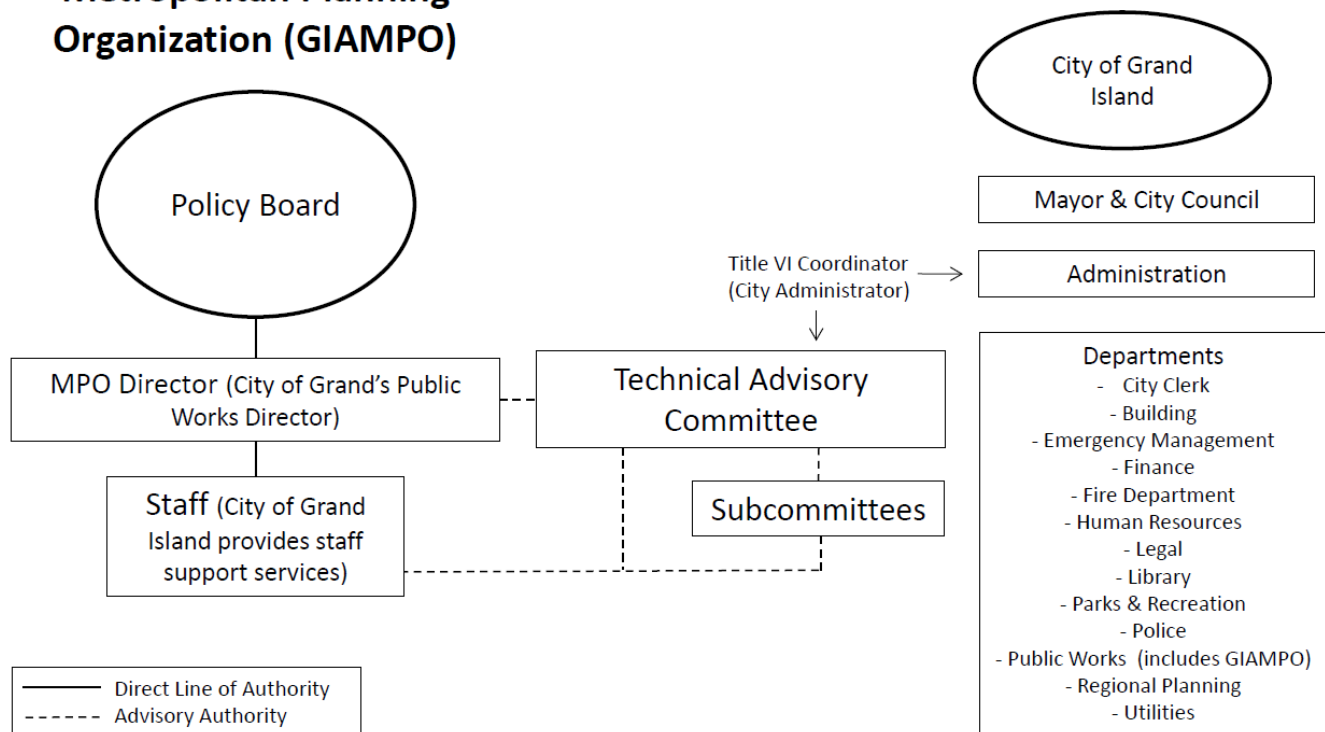
Title VI Program

Organization and Staffing

Pursuant to 23 CFR 200, Grand Island Area Metropolitan Planning Organization has appointed a Title VI Coordinator who is responsible for Grand Island Area Metropolitan Planning Organization's Title VI Program.

Title VI Coordinator: Marlan Ferguson, City Administrator
 Phone Number: 308-385-5444 extension 140
 Office Address: 100 East First Street, Grand Island, Nebraska 68801

Grand Island Area Metropolitan Planning Organization (GIAMPO)



Standard DOT Assurances

49 CFR 21.7

The Grand Island Area Metropolitan Planning Organization (hereinafter referred to as the "Recipient") HEREBY AGREES THAT as a condition to receiving any Federal financial assistance from the Nebraska Department of Roads it will comply with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d-42 U.S.C. 2000d-4 (hereinafter referred to as the Act), and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the Regulations) and other pertinent directives, to the end that in accordance with the Act, Regulations, and other pertinent directives, no person in the United States shall, on the grounds of race color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives Federal financial assistance from the Nebraska Department of Roads, and HEREBY GIVES ASSURANCE THAT it will promptly take any measures necessary to effectuate this MPO Title VI Implementation Plan.

Nebraska Department of Roads

MPO Title VI Implementation Plan

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More specifically, and without limiting the above general assurance, the Recipient hereby gives the following specific assurances:

1. That the Recipient agrees that each "program" and each "facility as defined in subsections 21.23(e) and 21.23(b) of the Regulations, will be (with regard to a "program") conducted, or will be (with regard to a "facility") operated in compliance with all requirements imposed by, or pursuant to, the Regulations.
2. That the Recipient shall insert the following notification in all solicitations for bids for work or material subject to the Regulations and, in adapted form in all proposals for negotiated agreements:

The Grand Island Area Metropolitan Planning Organization, in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidden that it will affirmatively insure that in any contact entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

3. That the Recipient shall insert the clauses of Appendix A of this assurance in every contract subject to the Act and the Regulations.
4. That the Recipient shall insert the clauses of Appendix B of this assurance, 'as a covenant running with the land, in any deed from the United States effecting a transfer of real property, structures, or improvements thereon, or interest therein.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the assurance shall extend to rights to space on, over or under such property.
7. That the Recipient shall include the appropriate clauses set forth in Appendix C of this assurance, as a covenant running with the land, in any future deeds, leases, permits, licenses, and similar agreements entered into by the Recipient with other parties: (a) for the subsequent transfer of real property acquired or improved under Federal Aid Highway Program; and (b) for the construction or use of or access to space on, over or under real property acquired, or improved under Federal Aid Highway Program.
8. That this assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property or interest therein or structures or improvements thereon, in which case the assurance obligates the Recipient or any transferee for the longer of the following periods: (a) the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or (b) the period during which the Recipient retains ownership or possession of the property.
9. The Recipient shall provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he delegates specific authority to give reasonable guarantee that it, other recipients, sub-grantees, contractors, subcontractors, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Act, the Regulations and this assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations, and this assurance.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all Federal grants, loans, contracts, property, discounts or other Federal financial assistance extended after the date hereof to the Recipient under the Federal Aid Highway Program and is binding on it, other recipients, sub-grantees, contractors,

subcontractors, transferees, successors in interest and other participants in the Federal Aid Highway Program. The person or persons whose signatures appear below are authorized to sign this assurance on behalf of the Recipient.

Implementation Procedures

This MPO Title VI Implementation Plan shall serve as the LPA's Title VI plan pursuant to 23 CFR 200 and 49 CFR 21.

For the purpose of this MPO Title VI Implementation Plan, "Federal Assistance" shall include:

- 1) grants and loans of Federal funds,
- 2) the grant or donation of Federal property and interest in property,
- 3) the detail of Federal personnel,
- 4) the sale and lease of, and the permission to use (on other than a casual or transient basis), Federal property or any interest in such property without consideration or at a nominal consideration, or at a consideration which is reduced for the purpose of assisting the LPA, or in recognition of the public interest to be served by such sale or lease to the LPA, and
- 5) any Federal agreement, arrangement, or other contract which has as one of its purposes, the provision of assistance.

The LPA shall:

- a) Issue a policy statement, signed by the head of the LPA, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the LPA's organization and to the general public. Such information shall be published where appropriate in languages other than English.
- b) Take affirmative action to correct any deficiencies found by NDOR or the United States Department of Transportation (USDOT) within a reasonable time period, not to exceed 90 days, in order to implement Title VI compliance in accordance with this MPO Title VI Implementation Plan. The head of the LPA shall be held responsible for implementing Title VI requirements.
- c) Designate a coordinator who has a responsible position in the organization and easy access to the head of the LPA. The coordinator shall be responsible for initiating and monitoring Title VI activities and preparing required reports.
- d) Develop and implement a community outreach and public education program.
- e) Process complaints of discrimination consistent with the provisions contained in this MPO Title VI Implementation Plan. Investigations shall be conducted by civil rights personnel trained in discrimination complaint investigation. Identify each complainant by race, color, national origin or sex, the nature of the complaint, the date the complaint was filed, the date the investigation was completed, the disposition, the date of the disposition, and other pertinent information. A copy of the complaint, together with a copy of the LPA's report of investigation, will be forwarded to NDOR's Highway Civil Rights Coordinator within 10 days of the date the complaint was received by the LPA.
- f) Collect statistical data (race, color, national origin, sex) of participants in, and beneficiaries of the programs and activities conducted by the LPA.
- g) Conduct Title VI reviews of the LPA and sub-recipient contractor/consultant program areas and activities. Revise where applicable, policies, procedures and directives to include Title VI requirements.
- h) Conduct training programs on Title VI and related statutes.

- i) Prepare a yearly report of Title VI accomplishments for the last year and goals for the next year.
 - 1) Annual Work Plan
 - Outline Title VI monitoring and review activities planned for the coming year; state by which each activity will be accomplished and target date for completion.
 - 2) Accomplishment Report
 - List major accomplishments made regarding Title VI activities. Include instances where Title VI issues were identified and discrimination was prevented. Indicate activities and efforts the Title VI Coordinator and program area personnel have undertaken in monitoring Title VI. Include a description of the scope and conclusions of any special reviews (internal or external) conducted by the Title VI Coordinator. List any major problem(s) identified and corrective action taken. Include a summary and status report on any Title VI complaints filed with the LPA. Include a listing of complaints received against sub-recipients, as well as a summary of complaint and actions taken.

Discrimination Complaint Procedures – Allegations of Discrimination in Federally Assisted Programs or Activities

1. Any person who believes that he or she, individually, as a member of any specific class, or in connection with any disadvantaged business enterprise, has been subjected to discrimination prohibited by Title VI of the Civil Rights Act of 1964, the American with Disabilities Act of 1990, Section 504 of the Vocational Rehabilitation Act of 1973 and the Civil Rights Restoration Act of 1987, as amended, may file a complaint with the LPA. A complaint may also be filed by a representative on behalf of such a person. All complaints will be referred to the LPA's Title VI Coordinator for review and action.
2. In order to have the complaint consideration under this procedure, the complainant must file the complaint no later than 180 days after:
 - a) The date of alleged act of discrimination; or
 - b) Where there has been a continuing course of conduct, the date on which that conduct was discontinued.

In either case, the LPA or his/her designee may extend the time for filing or waive the time limit in the interest of justice, specifying in writing the reason for so doing.

3. Complaints shall be in writing and shall be signed by the complainant and/or the complainant's representative. Complaints shall set forth as fully as possible the facts and circumstances surrounding the claimed discrimination. In the event that a person makes a verbal complaint of discrimination to an officer or employee of the LPA, the person shall be interviewed by the Title VI Coordinator. If necessary, the Title VI Coordinator will assist the person in reducing the complaint to writing and submit the written version of the complaint to the person for signature. The complaint shall then be handled according to the LPA's investigative procedures.
4. Within 10 days, the Title VI Coordinator will acknowledge receipt of the allegation, inform the complainant of procedures to be followed, and advise the complainant of other avenues of redress available, such as NDOR and USDOT.
5. The LPA will advise NDOR within 10 days of receipt of the allegations. Generally, the following information will be included in every notification to NDOR:
 - a) Name, address, and phone number of the complainant.
 - b) Name(s) and address (es) of alleged discriminating official(s).
 - c) Basis of complaint (i.e., race, color, national origin or sex)
 - d) Date of alleged discriminatory act(s).
 - e) Date of complaint received by the LPA.
 - f) A statement of the complaint.
 - g) Other agencies (state, local or Federal) where the complaint has been filed.
 - h) An explanation of the actions the LPA has taken or proposed to resolve the issue raised in the complaint.
6. NDOR will forward the complaint to FHWA. FHWA Office of Civil Rights will determine the appropriate individual and/or organization to conduct the investigation.

7. Within 60 days, the Title VI Coordinator will conduct an investigation of the allegation and based on the information obtained, will render a recommendation for action in a report of findings to the head of the LPA. The complaint should be resolved by informal means whenever possible. Such informal attempts and their results will be summarized in the report of findings.
8. Within 90 days of receipt of the complaint, the head of the LPA will notify the complainant in writing of the final decision reached, including the proposed disposition of the matter. The notification will advise the complainant of his/her appeal rights with NDOR, or USDOT, if they are dissatisfied with the final decision rendered by the LPA. The Title VI Coordinator will also provide NDOR with a copy of this decision and summary of findings upon completion of the investigation.
9. Any complaints received against the LPA should immediately be forwarded to NDOR for investigation. The LPA will not investigate any complaint in which it has been named in the complaint.
10. Contacts for the different Title VI administrative jurisdictions are as follows:

Nebraska Department of Roads
Human Resources, Title VI Program
1500 Highway 2, P.O. Box 94759
Lincoln, NE 68509-4759
(402) 479-4870

Federal Highway Administration
Nebraska Division Office
100 Centennial Mall North
Lincoln, NE 68508
(402)437-5765

Sanctions

In the event the LPA fails or refuses to comply with the terms of this MPO Title VI Implementation Plan, the NDOR may take any or all of the following actions:

- a) Cancel, terminate, or suspend this MPO Title VI Implementation Plan in whole or in part;
- b) Refrain from extending any further assistance to the LPA under the program from which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the LPA.
- c) Take such other action that may be deemed appropriate under the circumstances, until compliance or remedial action has been accomplished by the LPA.
- d) Refer the case to the Department of Justice for appropriate legal proceedings.

**Grand Island Area Metropolitan Planning
Organization:**

Signature

Mayor, City of Grand Island
Chairperson, GIAMPO Policy Board

Title

Date

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

- (1) **Compliance with Regulations:** The contractor shall comply with the Regulation relative to nondiscrimination in Federally-assisted programs of the Department of Transportation (hereinafter, "DOT") Title 49, Code of Federal Regulations, Part 21, and the Federal Highway Administration (hereinafter "FHWA") Title 23, Code of Federal Regulations, Part 200 as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.
- (2) **Nondiscrimination:** The Contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, or national origin, sex, age, and disability/handicap in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by 49 CFR, section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- (3) **Solicitations for Subcontractors, Including Procurements of Materials and Equipment:** In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin, sex, age, and disability/handicap.
- (4) **Information and Reports:** The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the (*Recipient*) or the FHWA to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information the contractor shall so certify to the (*Recipient*), or the FHWA as appropriate, and shall set forth what efforts it has made to obtain the information.
- (5) **Sanctions for Noncompliance:** In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the (*Recipient*) shall impose such contract sanctions as it or the FHWA may determine to be appropriate, including, but not limited to:
 - (a.) withholding of payments to the contractor under the contract until the contractor complies, and/or
 - (b.) cancellation, termination or suspension of the contract, in whole or in part.
- (6) **Incorporation of Provisions:** The contractor shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto.

The contractor shall take such action with respect to any subcontract or procurement as the (*Recipient*) or the FHWA may direct as a means of enforcing such provisions including sanctions for non-compliance: Provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the (*Recipient*) to enter into such litigation to protect the interests of the (*Recipient*), and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

APPENDIX B

A. The following clauses shall be included in any and all deeds effecting or recording the transfer of real property, structures or improvements thereon, or interest therein from the United States.

(GRANTING CLAUSE)

NOW, THEREFORE, the Department of Transportation, as authorized by law, and upon the condition that the *(Name of Recipient)* will accept title to the lands and maintain the project constructed thereon, in accordance with *(Name of Appropriate Legislative Authority)*, the Regulations for the Administration of *(Name of Appropriate Program)* and the policies and procedures prescribed by FHWA, also in accordance with and in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation and Title 23 Code of Federal Regulations, Part 200, Title VI Program and Related Statutes (hereinafter referred to as the Regulations) pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. .2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the *(Name of Recipient)* all the right, title and interest of the Department of Transportation in and to said lands described in Exhibit "A" attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto *(Name of Recipient)* and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and shall be binding on the *(Name of Recipient)*, its successors and assigns.

The *(Name of Recipient)*, in consideration or the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person shall on the grounds of race, color, or national origin, sex, age, and disability/handicap, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on over or under such lands hereby conveyed [,] [and] (2) that the *(Name of Recipient)* shall use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964, Title 23 Code of Federal Regulations, Part 200, Title VI Program and Related Statutes – Implementation and Review Procedures, and as said Regulations may be amended [,] and (3) that in the event of breach of any of the above-mentioned nondiscrimination conditions, the Department shall have a right to re-enter said lands and facilities on said land, and the above described land and facilities shall thereon revert to and vest in and become the absolute property of the Department of Transportation and its assigns as such interest existed prior to this instruction.*

Nebraska Department of Roads

Title VI Implementation Plan

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APPENDIX C

The following clauses shall be included in all deeds, licenses, leases, permits, or similar instruments entered into by the *(Name of Recipient)* pursuant to the provisions of Assurance 6(a).

The (grantee, licensee, lessee, permittee, etc., as appropriate) for himself, his heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that in the event facilities are constructed, maintained, or otherwise operated on the said property described in this (deed, license, lease, permit, etc.) for a purpose for which a Department of Transportation program or activity is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) shall maintain and operate such facilities and services in compliance with all other requirements imposed pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964, Title 23 Code of Federal Regulations, Part 200, Title VI Program and Related Statutes – Implementation and Review Procedures, and as said Regulations may be amended.

[Include in licenses, leases, permits, etc.]*

That in the event of breach of any of the above nondiscrimination covenants, *(Name of Recipient)* shall have the right to terminate the [license, lease, permit, etc.] and to re-enter and repossess said land and the facilities thereon, and hold the same as if said [licenses, lease, permit, etc.] had never been made or issued.

[Include in deed.]*

That in the event of breach of any of the above nondiscrimination covenants, *(Name of Recipient)* shall have the right to re-enter said lands and facilities thereon, and the above described lands and facilities shall thereupon revert to and vest in and become the absolute property of *(Name of Recipient)* and its assigns.

The following shall be included in all deeds, licenses, leases, permits, or similar agreements entered into by *(Name of Recipient)* pursuant to the provisions of Assurance 6(b).

The (grantee, licensee, lessee, permittee, etc., as appropriate) for himself, his personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds, and leases add "as a covenant running with the land") that (1) no person on the ground of race, color, or national origin, sex, age, and disability/handicap, shall be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over or under such land and the furnishing of services thereon, no person on the ground of, race, color, or national origin, sex, age, and disability/handicap, shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) shall use the premises in compliance with all other requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964), Title 23 Code of Federal Regulations, Part 200, Title VI Program and Related Statutes – Implementation and Review Procedures, and as said Regulations may be amended.

[Include in licenses, leases, permits, etc.]*

That in the event of breach of any of the above nondiscrimination covenants, *(Name of Recipient)* shall have the right to terminate the [license, lease, permit, etc.] and to re-enter and repossess said land and the facilities thereon, and hold the same as if said [license, lease, permit, etc.] had never been made or issued.

[Include in deeds]*

That in the event of breach of any of the above nondiscrimination covenants, *(Name of Recipient)* shall have the right to re-enter said land and facilities thereon, and the above described lands and facilities shall thereupon revert to and vest in and become the absolute property of *(Name of Recipient)* and its assigns.

Technical Advisory Committee

Monday, April 10, 2017

Regular Session

Item H8

Approval Recommendation of MPO Performance Measures for Transit

Transit agencies (FTA Grantees) were required to establish State of Good Repair (SGR) performance targets by January 1, 2017. The City of Grand Island is the recipient of FTA 5307 funds. Since the City of Grand Island can be classified as a Tier II provider, the City has adopted the performance targets set by the Nebraska Department of Roads (NDOR). After the State establishes performance targets, metropolitan planning organizations must establish performance targets within 180 days (June 30, 2017).

GIAMPO staff recommendation is acknowledging the SGR performance targets set by NDOR as GIAMPO's SGR performance targets.

Staff Contact: Allan Zafft, MPO Program Manager

NDOR Performance Targets (set January 1, 2017)

The performance targets below are subject to change

Category	Class	Default *ULB	Performance Target
Rolling Stock	Cutaway bus	10 years	50% of fleet exceeds default ULB
	Minivan	8 years	50% of fleet exceeds default ULB
	Van	8 years	50% of fleet exceeds default ULB
Equipment	Automobile	8 years	75% of fleet exceeds default ULB
Facilities	Admin/Storage	40 years	70% of facilities rated under 3.0 on TERM scale

*Useful Life Benchmark

Transit Asset Management Final Rule Fact Sheet

The Moving Ahead for Progress in the 21st Century Act (MAP-21) required the Secretary to develop rules to establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance, and to establish performance measures, and the Fixing America's Surface Transportation (FAST) Act reaffirmed this requirement. On July 26, 2016, FTA published the Transit Asset Management (TAM) Final Rule. You may view the Final Rule at:

<https://federalregister.gov/a/2016-16883>



State of Good Repair

The purpose of the Final Rule is to help achieve and maintain a state of good repair (SGR) for the nation's public transportation assets. Transit asset management is a business model that uses transit asset condition to guide the optimal prioritization of funding. Currently, there is an estimated \$85.9 billion transit SGR backlog.

The regulations apply to all Transit Providers that are recipients or subrecipients of Federal financial assistance under 49 U.S.C. Chapter 53 and own, operate, or manage transit capital assets used in the provision of public transportation.

State of Good Repair

The condition in which a capital asset is able to operate at a full level of performance. A capital asset is in a state of good repair when that asset:

1. Is able to perform its designed function,
2. Does not pose a known unacceptable safety risk, and
3. Its lifecycle investments must have been met or recovered.

TAM Plans

Tier I vs. Tier II Applicability

The Final Rule groups providers into two categories: Tier I and Tier II.

Tier I	Tier II
Operates rail	Subrecipient of 5311 funds
OR	OR
≥ 101 vehicles across all fixed route modes	American Indian Tribe
OR	OR
≥ 100 vehicles in one non-fixed route mode	≤ 100 vehicles across all fixed route modes
	OR
	≤ 100 vehicles in one non-fixed route mode

TAM Plan Elements

The following graphic shows the TAM Plan elements that are required by each category of provider. Since Tier II providers generally operate less complex systems, their TAM Plan requirements are not as extensive.

1. Inventory of Capital Assets	
2. Condition Assessment	<u>Tier I & II</u>
3. Decision Support Tools	
4. Investment Prioritization	
5. TAM and SGR Policy	
6. Implementation Strategy	
7. List of Key Annual Activities	<u>Tier I Only</u>
8. Identification of Resources	
9. Evaluation Plan	

Assets Included in Plan

It is expected that all assets used in the provision of public transit will be included in the TAM Plan asset inventory. This includes (with the exception of equipment) assets that are owned by a third party or shared resources. The inventory must include all service vehicles, and any other owned equipment assets over \$50,000 in acquisition value. Agencies only need to include condition assessment for assets for which they have direct capital responsibility.

Plan Responsibility

Tier I providers must develop and carry out their own TAM plans. Tier II providers may develop their own plans or participate in a Group Plan, which is compiled by a Group Plan Sponsor (generally the State DOT or designated §5310 recipient). Tier II §5307 sub-recipients are not required to be offered a Group Plan, but may participate in one if a Sponsor invites them. Each Transit Provider must designate an Accountable Executive to ensure that the necessary resources are available to carry out the TAM plan and the Transit Agency Safety Plan, regardless of whether it develops its own TAM Plan or participates in a Group Plan.

Performance Management

Asset performance is measured by asset class, which means a subgroup of capital assets within an asset category. The following table shows the distinction between what assets must be included in asset inventories and the assets for which transit providers must measure performance.

Assets: <i>Only those for which agency has direct capital responsibility</i>	Performance Measure
Equipment Non-revenue support-service and maintenance vehicles	Percentage of vehicles met or exceeded Useful Life Benchmark
Rolling Stock Revenue vehicles by mode	Percentage of vehicles met or exceeded Useful Life Benchmark
Infrastructure Only rail fixed-guideway, track, signals and systems	Percentage of assets in a State of Good Repair
Facilities Maintenance and administrative facilities; and passenger stations (buildings) and parking facilities	Percentage of assets with condition rating below 3.0 on FTA TERM Scale

Useful Life Benchmark

The expected lifecycle of a capital asset for a particular Transit Provider's operating environment, or the acceptable period of use in service for a particular Transit Provider's operating environment

Target Setting

Targets should be set by each transit provider or TAM plan sponsor for each applicable asset class for the coming year. Initial targets must be set by January 1, 2017 and then every fiscal year thereafter. It is recognized that Transit Providers may not have complete data while setting initial targets. To the extent feasible, targets should be supported by data such as the most recent condition data and reasonable financial projections for the future, but the overall end goal is to be in a system-wide SGR.

Timeframes/Reporting

TAM Plans

A TAM plan must be updated in its entirety at least every 4 years, and it must cover a horizon period of at least 4 years. An initial TAM plan must be completed no later than 2 years after the Final Rule effective date.

NTD

Each entity developing a TAM Plan will have to report annually to FTA's National Transit Database (NTD). This submission should include: (1) projected targets for the next fiscal year; (2) condition assessments and performance results; and (3) a narrative report on changes in transit system conditions and the progress toward achieving previous performance targets.



Additional Information

Mshadoni Smith (Mshadoni.Smith@dot.gov)

Final Rule Docket Number: FTA-2016-16883

<https://www.transit.dot.gov/TAM>

November 2016

Technical Advisory Committee

Monday, April 10, 2017

Regular Session

Item H9

Approval Recommendation of Consultant Selection for GIAMPO Bicycle and Pedestrian Master Plan

The FY 2017 Unified Planning Work Program (UPWP) includes the work activity for the MPO to select a consultant to undertake a Bicycle and Pedestrian Master Plan for the Grand Island metropolitan region. In November 2016, the City of Grand Island released a Request for Qualifications (RFP) to seek a consultant to provide professional services for performing a Regional Transit Needs Assessment and Feasibility Study. The City received seven proposals from the following firms – The Clark Enersen Partners, Felsburg Holt & Ullevig, JEO Consulting Group, Inc., Leo A Daly, RDG Planning & Design, Snyder & Associates, Inc., and Vireo. RDG Planning & Design was selected through the consultant selection process. The City is in the final negotiations phase on scope and fee with RDG Planning & Design.

Staff Contact: Allan Zafft, MPO Program Manager

Technical Advisory Committee

Monday, April 10, 2017

Regular Session

Item H10

Other Business

Staff Contact: Allan Zafft, MPO Program Manager