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# **Technical Advisory Committee**

**Monday, April 9, 2018**

**Regular Session**

## **Item H1**

### **Approval Recommendation of Final Draft FY 2019-2023 Transportation Improvement Program (TIP)**

Staff Contact: Allan Zafft, MPO Program Manager

**ISSUE**

VOTE: Draft FY 2019-2023 Transportation Improvement Program

**BACKGROUND**

The Grand Island Area Metropolitan Planning Organization (GIAMPO) staff has prepared the FY 2019-2023 Transportation Improvement Program for public review and comment. The TIP includes surface transportation projects to receive federal funds and surface transportation projects of regional significance, planned for the GIAMPO metropolitan planning area in Federal Fiscal Years 2019-2023.

The Draft FY 2019-2023 TIP has been developed by GIAMPO staff to be in compliance with regulations contained in the FAST Act, the most recent legislation governing the federal transportation program.

**POLICY CONSIDERATIONS/DISCUSSION**

GIAMPO's Public Participation Plan requires that the Draft FY 2019-2022 TIP be released for public review and comment prior to Policy Board adoption.

The Draft FY 2019-2023 TIP is financially constrained, and it is consistent with the proposed Amendment No. 4 to the Long Range Transportation Plan.

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

None.

**RECOMMENDATION**

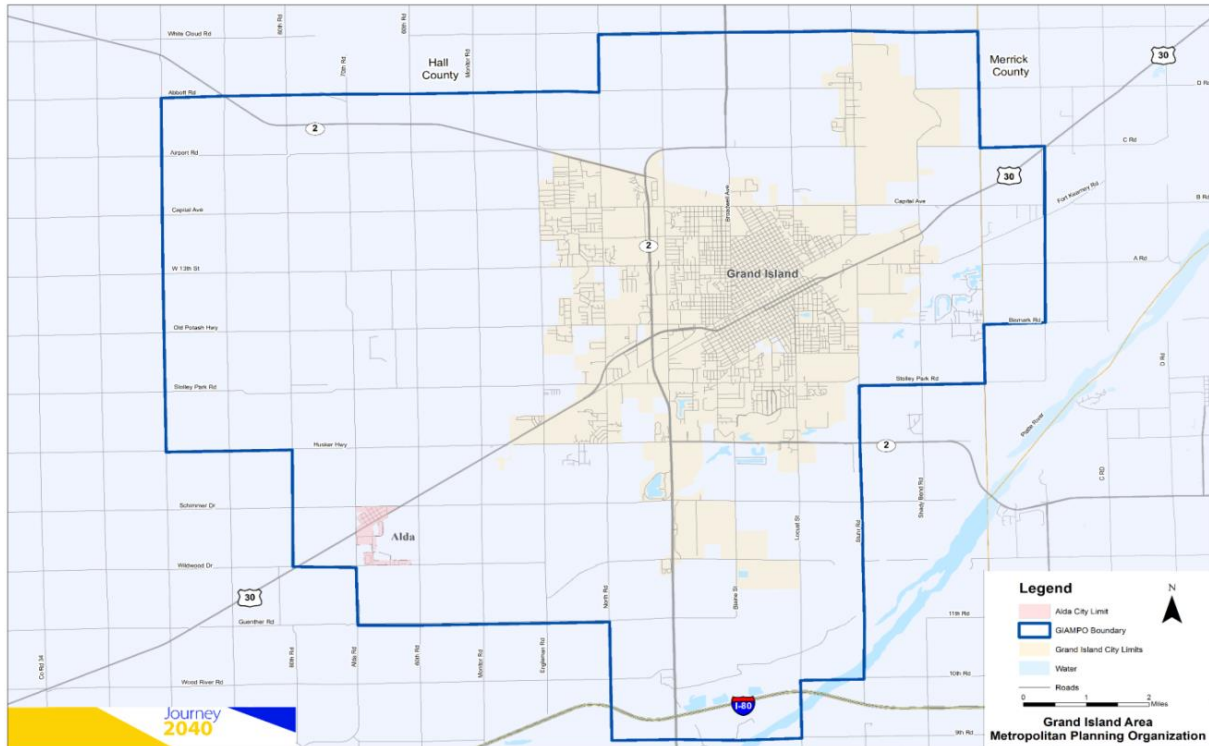
Approve Draft FY 2019-2023 TIP and release it for public review and comment.

**STAFF CONTACTS**

Allan Zafft

# Transportation Improvement Program Fiscal Years 2019 – 2023

## 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 2018*

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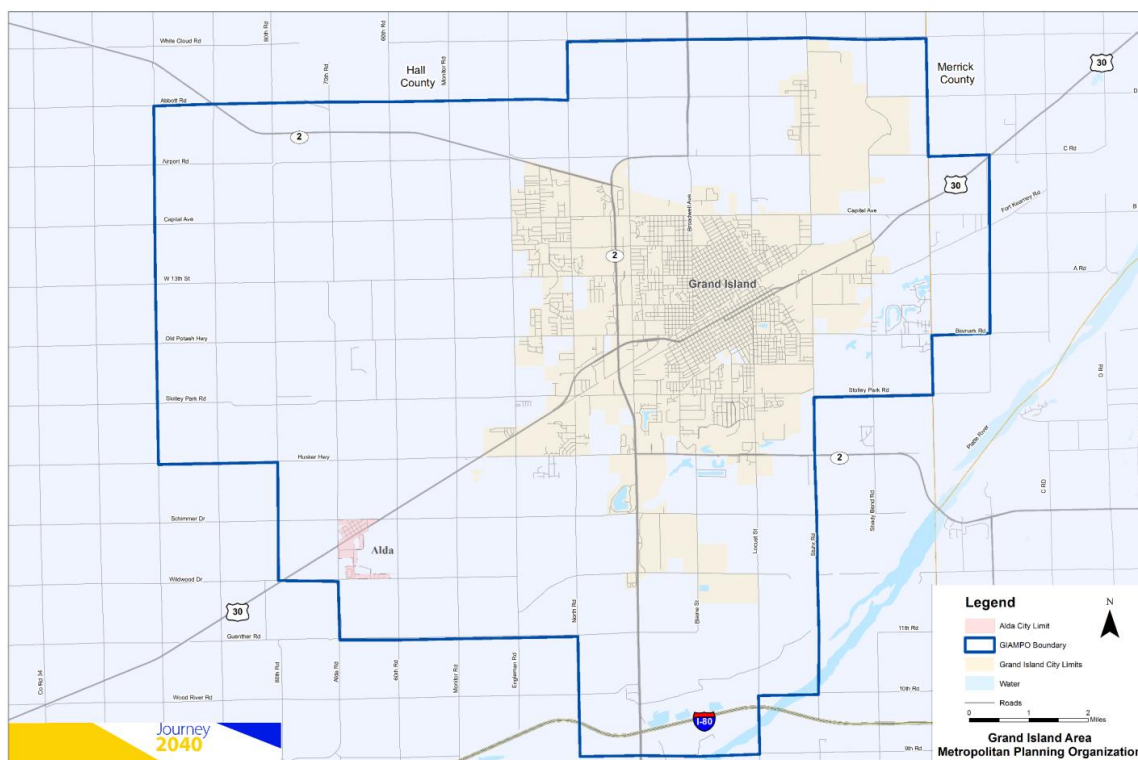
## Acronyms

<b>AC</b>	Advanced Construction
<b>CMAQ</b>	Congestion Mitigation and Air Quality Program
<b>EA</b>	Earmark
<b>GIAMPO</b>	Grand Island Area Metropolitan Planning Organization
<b>HSIP</b>	Highway Safety Improvement Program
<b>FAST Act</b>	Fixing America's Surface Transportation Act
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>MAP-21</b>	Moving Ahead for Progress in the 21st Century Act
<b>MPO</b>	Metropolitan Planning Organization
<b>NDOT</b>	Nebraska Department of Transportation
<b>NHPP</b>	National Highway Performance Program
<b>STIP</b>	Statewide Transportation Improvement Program
<b>TIP</b>	Transportation Improvement Program
<b>TPM</b>	Transportation Performance Management
<b>USDOT</b>	United States Department of Transportation
<b>YOE</b>	Year of Expenditure
<b>3-C</b>	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, Merrick County Highway Department, Village of Alda, Nebraska Department of Transportation (NDOT), 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, have 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 Moving Ahead for Progress in the 21st Century Act (MAP-21) became law in 2012 which authorizes surface transportation programs and continues the basic planning requirements. The Fixing America's Surface Transportation Act (FAST Act), became law in 2015 and continues the Metropolitan Planning programs. These programs continue the requirement for a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas



and the joint oversight by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). 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, NDOT, 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 and public transportation 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.

### **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 2019–2023. NDOT and the MPOs have established an annual update cycle for the TIP. GIAMPO on an annual basis must submit an approved TIP to NDOT prior to June 15.

#### Public Comments

The TIP process is to provide opportunity for public review and comment on the TIP. GIAMPO's transportation planning process allows for public involvement at various points within the transportation plan and program development. GIAMPO's 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 description, location, 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 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, GIAMPO staff cross-checks with the Long Range Transportation Plan to ensure consistency.

### 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.

### Process for Including Projects in the TIP

The TIP should specify the process to identify projects for inclusion in the TIP in coordination with the Long Range Transportation Plan. GIAMPO's process annually coordinates with NDOT and local agencies to program projects in the TIP.

### 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. GIAMPO is the designated MPO for the Metropolitan Planning 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**

Jeremy L. Jensen, Mayor	City of Grand Island
Linna Dee Donaldson, Councilwoman	City of Grand Island
Julie Hehnke, Councilwoman	City of Grand Island
Mike Paulick, Councilman	City of Grand Island
Doug Lanfear, Superintendent	Hall County Board
Gary Quandt, Superintendent	Hall County Board
Pat O'Neill, Chairman	Hall County Planning Commission
Kyle Schneweis, Director	Nebraska Department of Transportation
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
Keith Kurz, Director of Engineering Services	City of Grand Island
Charley Falmlen, Transit Program Manager	City of Grand Island
Paul Gavin, Highway Planning Manager	Nebraska Department of Transportation
Wes Wahlgren, District 4 Engineer	Nebraska Department of Transportation
Steve Riehle, Public Works Director	Hall County
Mike Meyer, Highway Supervisor	Hall County
Romana Schafer, Clerk/Treasurer	Village of Alda
Mike Olson, Executive Director	Central Nebraska Regional Airport

### **Non-Voting**

Justin Luther, Trans. Planner, Realty, Civil Rights	Federal Highway Administration
Logan Daniels, Program Manager	Federal Transit Administration - VII
Jodi Gibson, Local Projects Engineer	Nebraska Department of Transportation
Mark Fischer, Assistant Planning Engineer	Nebraska Department of Transportation
Sara Thompson Cassidy	Union Pacific Railroad
Kyle Nogaard	Union Pacific Railroad
Bentley Tomlin	Burlington Northern Santa Fe Railroad
Cindy Johnson	Grand Island Chamber of Commerce
Mary Berlie	Grand Island Area Economic Development Corporation
Shannon Callahan, Street Superintendent	City of Grand Island
William Clingman, Interim 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 2018-2019, 2019-2020, 2020-2021, 2021-2022, 2022-2023. 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 metropolitan region. 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 and public transportation 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. NDOT 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 1<sup>st</sup> and September 30<sup>th</sup> 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), Regional Transit Needs Assessment and Feasibility Study, 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 or 2025 and 2040. The Long Range Transportation Plan was transmitted to NDOT 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:

- a. Projects on the federal-aid system (road and bridge construction, reconstruction, resurfacing, restoration, rehabilitation, etc.).
- b. Public transportation (vehicle maintenance and operations, capital improvement projects, public transit system construction, etc.).
- c. 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.
- d. Regional projects requiring FHWA or FTA action or projects having significant regional impacts.

## **Project Selection**

GIAMPO's process for including projects in the TIP is the means by which projects move from the current Long Range Transportation Plan (LRTP) into the TIP for implementation. This process entails annual coordination with NDOT and local agencies to identify projects for programming in the TIP. 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 LRTP's specific elements through the TIP 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 NDOT. Local federal-aid highway improvement projects programmed by the City of Grand Island, Hall County, Merrick County Village of Alda, and coordinating agencies have been dependent on the availability of competitive funding using the federal Highway Safety Improvement Program, Set Aside from Surface Transportation Block Grant Program (Transportation Alternatives), 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. NDOT is programming one (1) project for highway resurfacing, one (1) project for repairs/overlays to three bridges, 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 December 2017, GIAMPO completed a Regional Transit Needs and Feasibility Study, and it recommended a preferred alternative for a five year planning horizon within 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 the TIP.

### **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 12.

### **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 of Grand Island, Hall County, Merrick County, Village of Alda, and NDOT with the MPO TIP and the last step is the specific project design and development.

The City of Grand Island, Hall County, Merrick County, and Village of Alda each have an established procedure for adopting improvement programs. Their 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 NDOT 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.

## Performance Management

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

On May 20, 2017, USDOT implemented the final two performance measures rules, which effectively completes the rulemaking process for federally defined performance measures. With this implementation, the national performance measures and target setting requirements are final and work at the state DOT/transit provider level has begun. Once the states have set targets, MPOs like GIAMPO must establish performance targets at the regional level within 180 days. MPOs have the option to set its own regional targets, or to support the targets established by State DOTs/transit providers. **Figure 2** provides the timeline for each of the performance areas established by MAP-21 and the FAST Act.

**Figure 2 – Deadlines for Setting Performance Measures Targets**

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

\* CMAQ is not applicable to GIAMPO.

As indicated in **Figure 2**, the Transit State of Good Repair (i.e. infrastructure condition) is the first performance area for which an MPO must establish targets. Based on collaboration with the City of Grand Island (transit operator) and NDOT, GIAMPO agreed to support the transit asset management targets established by the City which are the same targets as the State. GIAMPO supports those targets by programming all transit projects relating to capital improvements within the metropolitan planning area that are included in the TIP.

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

and programming all Highway Safety Improvement Program (HSIP) projects within the MPO boundary that are included in GIAMPO's Transportation Improvement Program. Any NDOT sponsored HSIP projects within the MPO metropolitan planning area were selected based on safety performance measures and were approved by the Nebraska State Highway Commission. NDOT conferred with numerous stakeholder groups, including GIAMPO, as part of its target setting process. Working in partnership with local agencies, NDOT safety investments were identified and programmed which will construct effective countermeasures to reduce traffic fatalities and serious injuries. NDOT projects chosen for HSIP investment are based on crash history, roadway characteristics, and the existence of infrastructure countermeasures that can address the types of crashes present. NDOT continues to utilize a systemic safety improvement process rather than relying on "hot spot" safety improvements.

## **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, 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 2019-2023**  
**Financial Constraint Projects**  
**(\$1,000's)**

<b>Federal Highway Administration</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Total</b>
National Highway Performance Program (NHPP)	\$0	\$0	\$7,292	\$3,420	\$0	\$10,712
Highway Safety Improvement Program (HSIP)	\$581	\$0	\$1,119	\$0	\$0	\$1,700
Earmark (EM)	\$0	\$0	\$0	\$0	\$0	\$0
Nebraska Department of Transportation	\$26,686	\$10	\$1,667	\$936	\$0	\$29,299
City of Grand Island	\$2,178	\$0	\$618	\$60	\$0	\$2,856
	\$29,445	\$10	\$10,696	\$4,416	\$0	\$44,567

<b>Federal Transit Administration</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Total</b>
Section 5307	\$408	\$454	\$1,189	\$0	\$0	\$2,052
Section 5311	\$18	\$18	\$19	\$0	\$0	\$55
Section 5339	\$0	\$0	\$0	\$0	\$0	\$0
Nebraska Department of Transportation	\$7	\$7	\$8	\$0	\$0	\$22
City of Grand Island	\$286	\$302	\$493	\$0	\$0	\$1,081
Hall County	\$7	\$7	\$8	\$0	\$0	\$22
	\$726	\$789	\$1,717	\$0	\$0	\$3,232

NOTE: The financial table above illustrates the identified funding for the projects included in the tables for FY 2019-2023.

**Grand Island Area Metropolitan Planning Organization  
Transportation Improvement Program  
FY 2019-2023**

**Appendix A – Highway Projects**

# GIAMPO Transportation Improvement Program 2019-2023

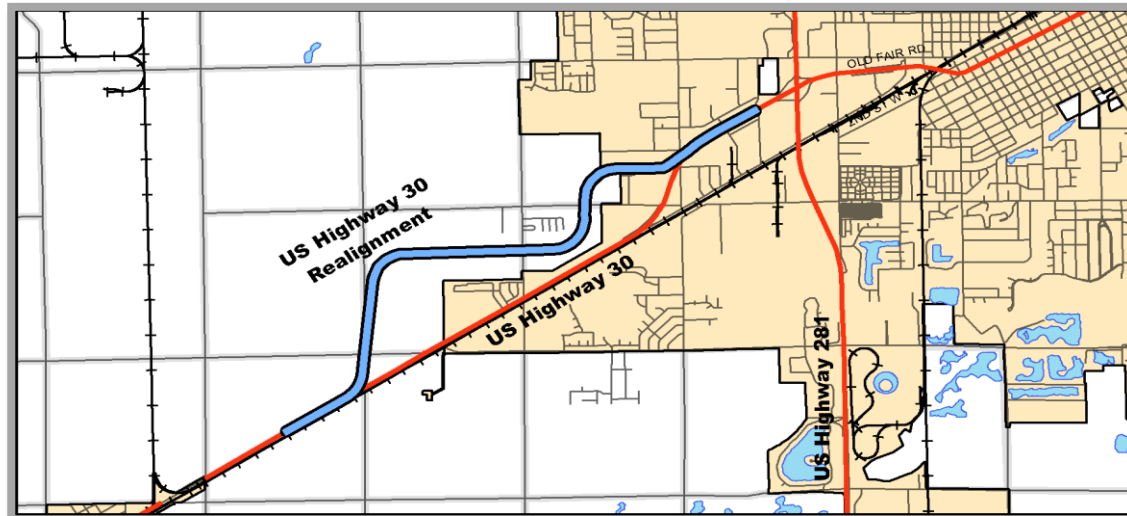
## State Agency Sponsored Projects

TIP #: 2016-004

State ID: 41704

Project #: S-30-4(1046)

Project Name: US-281 West, Grand Island



### Description

4 lane divided roadway on new alignment

HWY: US-30

**Location:** US-30 from 1.4 mi west of Grand Island to 0.4 mi west of US-281. Begin RP - 308.64

**Length (SLM):** 3.9

**Project Sponsor:** NDOT

**District #:** 4

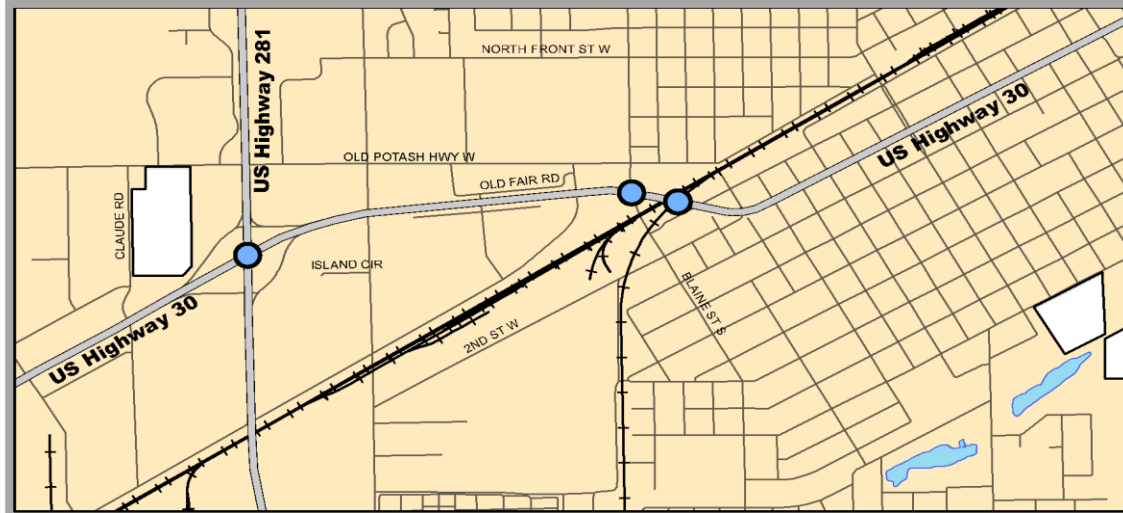
**A/Q Status:** Exempt

<u>YOE</u>	<u>Phase</u>	<u>Fund Type</u>	<u>Fund Description</u>	<u>Estimate (\$1,000)</u>
2018	PE	Local	Grand Island	\$158
2018	PE	State	NDOT	\$2,096
2019	ROW	Local	Grand Island	\$508
2019	ROW	State	NDOT	\$3,863
2019	CONST/CE	Local	Grand Island	\$1,525
2019	CONST/CE	State	NDOT	\$22,543
Total Project Estimate				<b>\$30,693</b>

**Notes:** PE in YOE 2018 is not reflected in Financial Constraint Table. This project is in progress.

**GIAMPO Transportation Improvement Program 2019-2023  
State Agency Sponsored Projects**

**TIP #:** 2016-008      **State ID:** 42776      **Project #:** NH-30-4(162)      **Project Name:** In Grand Island Bridges



**Description**

3-bridge repair/overlays, sealing, new approach slabs, mill, resurface roadway

**HWY:** US-30

**Location:** Three US-30 Bridges in Grand Island (Jct US-30/US-281/N-2 bridge and from Old Lincoln Hwy to Grand St), RP - 313.66

**Length (SLM):** 0.4

**Project Sponsor:** NDOT

**District #:** 4

**A/Q Status:** Exempt

<u>YOE</u>	<u>Phase</u>	<u>Fund Type</u>	<u>Fund Description</u>	<u>Estimate (\$1,000)</u>
2019	PE	State	NDOT	\$227
2021	ROW	State	NDOT	\$5
2022	CONST/CE	Local	Grand Island	\$60
2022	CONST/CE	Federal	NHPP	\$3,420
2022	CONST/CE	State	NDOT	\$936
Total Project Estimate				<b>\$4,648</b>

**Notes:**

# GIAMPO Transportation Improvement Program 2019-2023

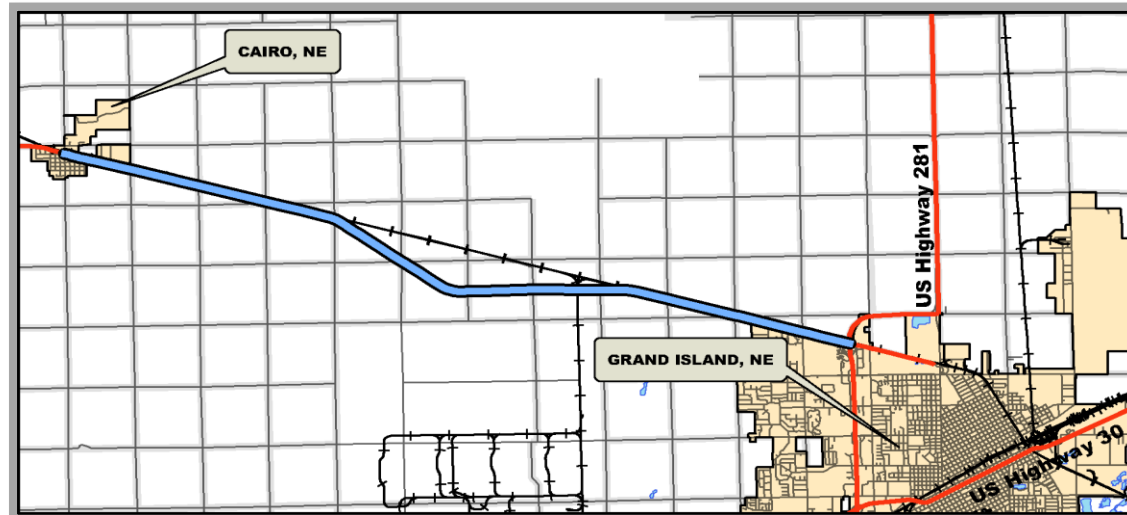
## State Agency Sponsored Projects

TIP #: 2018-001

State ID: 42787

Project #: NH-2-4(112)

Project Name: Cairo - Grand Island



### Description

Resurfacing

HWY: N-2

**Location:** N-2 from Cairo southeast to US-281 in Grand Island, RP - 343.73

**Length (SLM):** 12.3

**Project Sponsor:** NDOT

**District #:** 4

**A/Q Status:** Exempt

<u>YOE</u>	<u>Phase</u>	<u>Fund Type</u>	<u>Fund Description</u>	<u>Estimate (\$1,000)</u>
2019	PE	State	NDOT	\$53
2020	ROW	State	NDOT	\$10
2021	CONST/CE	Local	Grand Island	\$198
2021	CONST/CE	Federal	NHPP	\$7,292
2021	CONST/CE	State	NDOT	\$1,662
Total Project Estimate				<b>\$9,215</b>

Notes:

## Status of Previous State Agency Sponsored Projects

Project Sponsor	TIP ID	Project Name	Location	Description	YOE	Phase	Federal Program	Federal (\$1,000)	Status
NDOT	2016-005	Platte River - Phillips	I-80 from Platte River west of Grand Island to Phillips. Begin RP - 310.88	Mill, concrete repair, resurface 4-lane dual roadway and shoulder, bridge repair	2018	CONST/CE	NHPP	\$11,396	Let
NDOT	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	Complete
							EM	\$355	

# GIAMPO Transportation Improvement Program 2019-2023

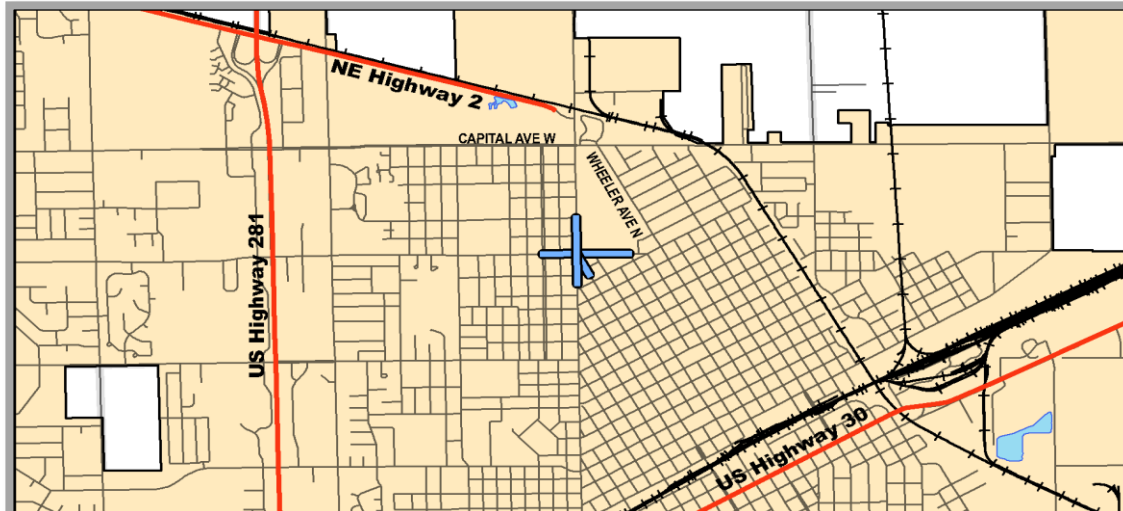
## Local Agency Sponsored Projects

**TIP #:** 2018-003

**State ID:** 42863

**Project #:** HSIP-5409(3)

**Project Name:** 5-Points Intersection Improvements



### Description

Reconstruction of intersection to a roundabout

**HWY:** Broadwell Avenue

**Location:** Broadwell Avenue, State Street, and Eddy Street intersection

**Length (SLM):** 0.4

**Project Sponsor:** Grand Island

**District #:** 4

**A/Q Status:** Exempt

<u>YOE</u>	<u>Phase</u>	<u>Fund Type</u>	<u>Fund Description</u>	<u>Estimate (\$1,000)</u>
2019	PE	Local	Grand Island	\$44
2019	PE	Federal	HSIP	\$175
2019	ROW	Local	Grand Island	\$101
2019	ROW	Federal	HSIP	\$406
2021	CONST/CE	Local	Grand Island	\$420
2021	CONST/CE	Federal	HSIP	\$1,119
Total Project Estimate				<b>\$2,265</b>

**Notes:**



## Status of Previous Locally 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 Reconfiguration	From Webb Road to S. Locust Street	Reconfigure Stolley Park Road to 3, 4, and 5 lane sections - FHWA Road Diet Initiative	2018	CONST/CE	HSIP	\$1,115	Let
Grand Island	2018-003	5-Points Intersection Improvements	Broadwell Avenue, State Street, and Eddy Street intersection	Reconstruction of intersection to a roundabout	2018	PE	HSIP	\$175	Delayed to YOE 2019

**Grand Island Area Metropolitan Planning Organization  
Transportation Improvement Program  
FY 2019-2023**

**Appendix B – Transit Projects**

**Grand Island Area Metropolitan Planning Organization  
Transportation Improvement Program  
FY 2019-2023  
Local Agency Sponsored Projects  
(Includes the Program of Projects for the City of Grand Transit Program)**

<b>TIP #:</b> 2019-001	<b>State ID:</b> N/A	<b>Project Name:</b> Operations - Urban Transit Operating Assistance	<b>Length (SLM):</b> N/A
<b>Project #:</b> 2018-004		<b>Project Sponsor:</b> Grand Island	<b>District #:</b> 4
<b>HWY:</b> N/A	<b>Location:</b> Grand Island Urbanized Area		<b>A/Q Status:</b> Exempt

<u>YOE</u>	<u>Phase</u>	<u>Fund Type</u>	<u>Fund Description</u>	<u>Estimate (\$1,000)</u>	<u>Description:</u>
2019	OPR	Federal	5307	\$408	Operating assistance for transit services in the Grand Island Urbanized Area. Includes costs associated with operating, bus support equipment/facilities (i.e., admin building, rideshare, vehicle equipment), and other capital items relating to bus activities (i.e., preventative maintenance, third-party contracting, federal administration (City Transit Program Manager), training expenses)
2019	OPR	Local	Grand island	\$286 *	
2020	OPR	Federal	5307	\$416	
2020	OPR	Local	Grand island	\$292 *	
2021	OPR	Federal	5307	\$429	
2021	OPR	Local	Grand island	\$303 *	
<b>Total Project Estimate</b>				<b>\$2,134</b>	

**Notes:** YOE 2019: FTA 5307 - \$408 (Operating - \$245, Bus Support Equipment/Facilities - \$38, Other Capital Items (Bus) - \$125) and Local - \$286 (Operating - \$245, Bus Support Equipment/Facilities - \$9, Other Capital Items (Bus) - \$32)

YOE 2020: FTA 5307 - \$416 (Operating - \$252, Bus Support Equipment/Facilities - \$39, Other Capital Items (Bus) - \$125) and Local - \$292 (Operating - \$252, Bus Support Equipment/Facilities - \$9, Other Capital Items (Bus) - \$31)

YOE 2021: FTA 5307 - \$429 (Operating - \$260, Bus Support Equipment/Facilities - \$40, Other Capital Items (Bus) - \$129) and Local - \$303 (Operating - \$260, Bus Support Equipment/Facilities - \$10, Other Capital Items (Bus) - \$33)

\* This amount is subject to decrease because the City of Grand Island may receive state funds from the Nebraska Public Transportation Assistance Program.

**Grand Island Area Metropolitan Planning Organization  
Transportation Improvement Program  
FY 2019-2023  
Local Agency Sponsored Projects  
(Includes the Program of Projects for the City of Grand Transit Program)**

<b>TIP #:</b> 2019-002	<b>State ID:</b> N/A	<b>Project Name:</b> Operations - Rural Transit Operating Assistance	<b>Length (SLM):</b> N/A
<b>Project #:</b> 2018-005		<b>Project Sponsor:</b> Hall County	<b>District #:</b> 4
<b>HWY:</b> N/A	<b>Location:</b> Areas outside of the Grand Island Urbanized area in Hall County		
<b>A/Q Status:</b> Exempt			

<u>YOE</u>	<u>Phase</u>	<u>Fund Type</u>	<u>Fund Description</u>	<u>Estimate (\$1,000)</u>	<u>Description:</u>
2019	OPR	Federal	5311	\$18	Operating assistance for transit services in areas outside of the Grand Island Urbanized Area
2019	OPR	State	NDOT	\$7	
2019	OPR	Local	Hall County	\$7	
2020	OPR	Federal	5311	\$18	
2020	OPR	State	NDOT	\$7	
2020	OPR	Local	Hall County	\$7	
2021	OPR	Federal	5311	\$19	
2021	OPR	State	NDOT	\$8	
2021	OPR	Local	Hall County	\$8	
<b>Total Project Estimate</b>				<b>\$99</b>	

**Notes:**

**Grand Island Area Metropolitan Planning Organization  
Transportation Improvement Program  
FY 2019-2023  
Local Agency Sponsored Projects  
(Includes the Program of Projects for the City of Grand Transit Program)**

<b>TIP #:</b> 2019-003	<b>State ID:</b> N/A	<b>Project Name:</b> Transit Facility	<b>Length (SLM):</b> N/A
<b>Project #:</b> 2018-006		<b>Project Sponsor:</b> Grand Island	<b>District #:</b> 4
<b>HWY:</b> N/A	<b>Location:</b> Grand Island Urbanized Area		<b>A/Q Status:</b> Exempt

<u>YOE</u>	<u>Phase</u>	<u>Fund Type</u>	<u>Fund Description</u>	<u>Estimate (\$1,000)</u>	<u>Description:</u>
2020	PLANNING	Federal	5307	\$38	Facility planning and acquisition of facility for transit operations and vehicle storage
2020	PLANNING	Local	Grand Island	\$10	
2021	CAP	Federal	5307	\$760	
2021	CAP	Local	Grand island	\$190	
<b>Total Project Estimate</b>				<b>\$998</b>	

**Notes:**

### 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 Urbanized UZA	Operating assistance for transit services in the Grand Island Urbanized Area.	2018	OPR	5307	\$439	In Progress
Grand Island	2018-002	Vehicle Replacement	Grand Island Urbanized UZA	Replace two buses	2018	OPR	5339	\$104	In Progress

**Grand Island Area Metropolitan Planning Organization  
Transportation Improvement Program  
FY 2019-2023**

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

## MPO Self-Certification

The Nebraska Department of Transportation (NDOT) and the Grand Island Area Metropolitan Planning Organization (GIAMPO) 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 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 Island Transit Program maintains the Disadvantaged Business Program that was to the Federal Transit Administration (FTA) in 2017 that includes a Fostering Small Business Participation element and continues to meet the requirements of FTA*
- 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 NDOT 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 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.*

By:

Attest:

\_\_\_\_\_  
Jeremy Jensen, Mayor / Chairperson

\_\_\_\_\_  
John Collins, Public Works Director

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

By:

\_\_\_\_\_  
Ryan Huff, Intermodal Planning Divisions Manager, Nebraska Department of Transportation

\_\_\_\_\_  
Date

**Grand Island Area Metropolitan Planning Organization  
Transportation Improvement Program  
FY 2019-2023**

**Appendix D – Comments**