



GIAMPO – Technical Advisory Committee

Monday, April 9, 2018

**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 12, 2018 Technical Advisory Committee Meeting
4. Approval Recommendation of Final Draft FY 2019-2023 Transportation Improvement Program (TIP)
5. Approval Recommendation of MPO Self-Certification
6. Approval Recommendation Final Draft Long Range Transportation Plan Amendment No. 4
7. Approval Recommendation of Final Draft FY 2019 Unified Planning Work Program (UPWP)
8. Bike/Ped Plan Update
9. Next Meeting
10. 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 9, 2018

Regular Session

Item C1

Approval of Minutes from the February 12, 2018 Technical Advisory Committee Meeting

Staff Contact: Chad Nabity, Regional Planning Director

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

February 12, 2018 at 10:00 am

Grand Island City Hall – Community Meeting Room

100 E 1st Street, Grand Island, NE 68801

Voting Members in Attendance:

Keith Kurz, City of Grand Island, Assistant Public Works Director	Present
John Collins, City of Grand Island, Public Works Director	Present
Marlan Ferguson, City of Grand Island, City Administrator	Present
Chad Nabity, Hall County Regional Planning Director	Present
Steve Riehle, Hall County Public Works Director	Present
Mike Meyer, Merrick County Hwy Superintendent	Absent
Wes Wahlgren, NDOT District 4 Engineer	Present
Paul Gavin, NDOT 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	Present
Allan Zafft, City of Grand Island MPO Program Manager	Present
Charlene Falmlen, City of Grand Island Transit Program Manager	Present
Shannon Callahan, City of Grand Island Street Superintendent	Absent
VACANT, City of Grand Island Finance Director	Absent
William Clingman, City of Grand Island Asst. Finance Director	Present
Catrina DeLosh, City of Grand Island Public Works Admin Assistant	Present
Tim Golka, City of Grand Island Project Manager	Absent
Jerry Janulewicz, City of Grand Island City Attorney	Present
VACANT, 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	Absent
Mary Berlie, Grand Island Area Economic Development Corporation	Absent
VACANT, NDOT Local Projects Engineer	Absent
Kaine McClelland, NDOT State Modeler	Absent
VACANT, NDOT Assistant Planning Engineer	Absent
Jeff Soula, NDOT 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 10:02 am. The Nebraska Open Meetings Act was acknowledged. It was noted Steve Riehle has replaced Casey Sherlock as the Hall County Public Works Director.

Roll Call

Roll call was taken.

Approval of Minutes from the November 20, 2017 Technical Advisory Committee

Motion by Wahlgren to approve the minutes of the November 20, 2017 meeting, seconded by Ferguson. Upon voice vote, all voted aye. Motion adopted.

Election of Chair and Vice-Chair

Ferguson nominated Nabity as Chair and Riehle as Vice-Chair, to which each accepted. With no further nominations for Chair or Vice-Chair Ferguson made a motion to cease nominations, with Wahlgren seconding. Upon voice vote, all voted aye. Motion adopted.

MPO Financial Update

Zafft provided an update for State Fiscal Year 2018 - Second Quarter (October 1, 2017 – December 31, 2017).

Approval of MPO Targets for Safety Performance Measures

Zafft notified the committee that the MPO must adopt safety performance measure targets by February 27, 2018, to be in compliance with the requirement to establish such within 180 days of the State DOT's measures which were adopted August 31, 2017. GIAMPO staff recommended supporting the Nebraska Department of Transportation (NDOT) safety performance targets which consist of Number of Fatalities, Rate of Fatalities, Number of Serious Injuries, Rate of Serious Injuries, and Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries. Zafft went over the NDOT safety performance targets for FY 2018, and he provided information on the Number of Fatalities, Number of Serious Injuries, and Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries in the GIAMPO planning in comparison to the State and Hall County from 2012 to 2016. Kurz noted more information/history is needed to establish regional targets and measures, and should be considered in a few years. Riehle questioned what was being adopted; the targets and/or numbers. Zafft confirmed the targets would be adopted with the no consequences to the MPO if the numbers are not met.

Motion by Collins to adopt the Nebraska Department of Transportation safety performance targets, with Wahlgren seconding. Upon voice vote, all voted aye. Motion adopted.

Other Business

Nabity informed the committee that the Bike/Ped Master Plan draft study will be reviewed at the April 9, 2018 TAC meeting (such draft should be to the City by February 12, 2018 for internal review).

Gavin updated the committee on the status of the Redesignation Agreement, which is currently with Governor Ricketts for signature and should be back to the City in the next two weeks.

Gavin also talked to the performance measures that have been set by NDOT – Safety is the first, with Pavement & Bridge to follow, and finally Freight and Travel Time. NDOT is planning to release targets by May 20, 2018, with MPOs to adopt their plan within 180 days. Planning documents must reflect all performance measures adopted by the MPO per Federal guidelines. NDOT is holding a meeting on February 22, 2018 to show how targets are being set.

Next Meeting Date

The next Meeting of the TAC will be on April 9, 2018 at 10:00 am.

Adjournment

There being no further business, Nabity adjourned the meeting at 10:35 am.

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

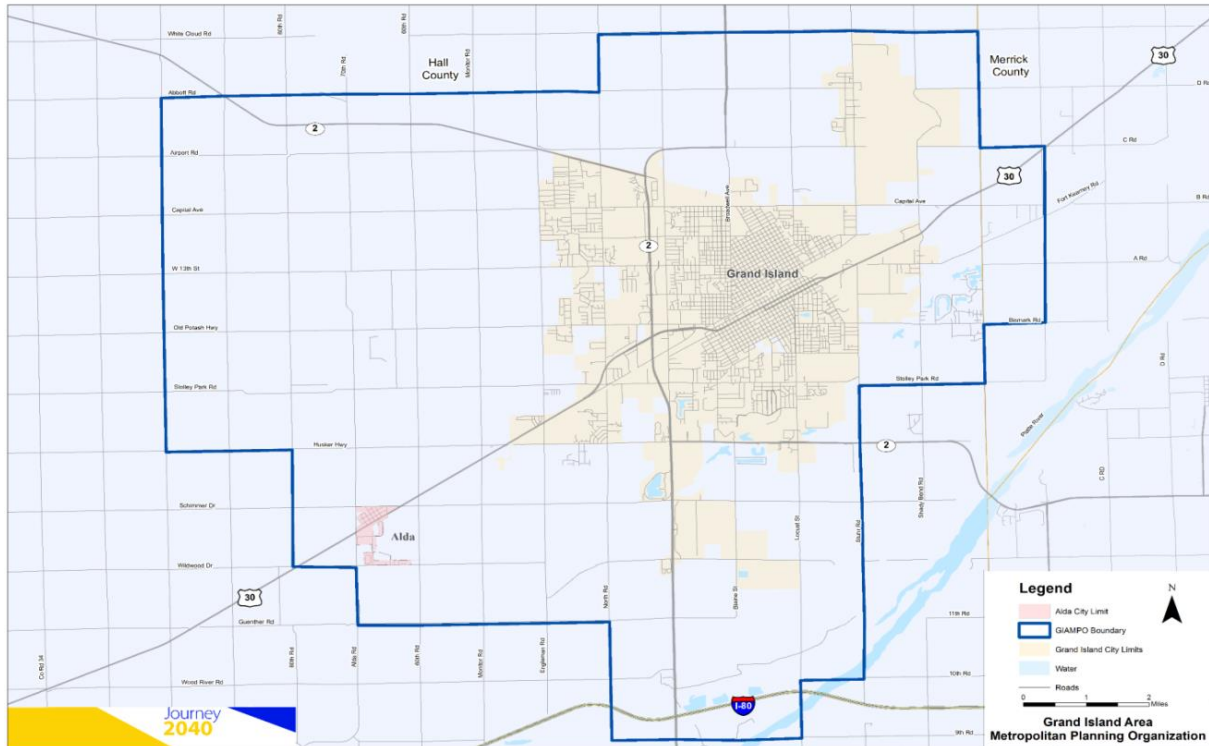
Approve Draft FY 2019-2023 TIP and release it for public review and comment.

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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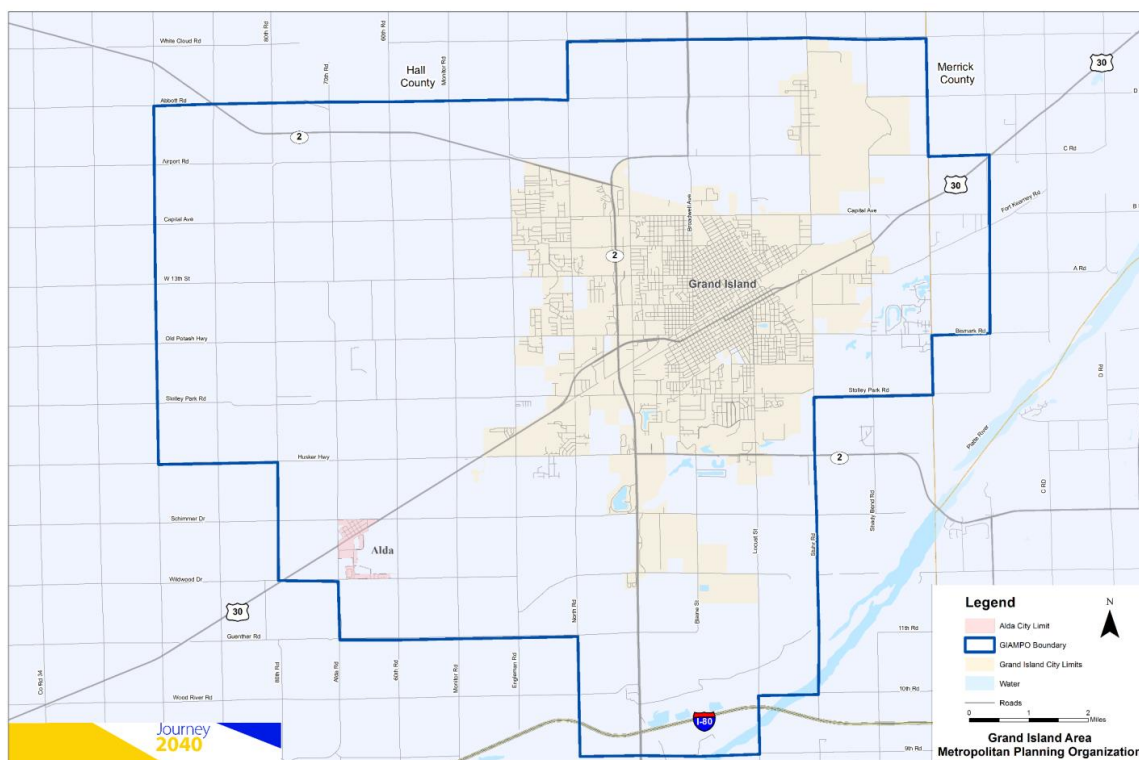
Acronyms

AC	Advanced Construction
CMAQ	Congestion Mitigation and Air Quality Program
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
MAP-21	Moving Ahead for Progress in the 21st Century Act
MPO	Metropolitan Planning Organization
NDOT	Nebraska Department of Transportation
NHPP	National Highway Performance Program
STIP	Statewide Transportation Improvement Program
TIP	Transportation Improvement Program
TPM	Transportation Performance Management
USDOT	United States Department of Transportation
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, 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 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), 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 of 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)

Federal Highway Administration	2019	2020	2021	2022	2023	Total
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

Federal Transit Administration	2019	2020	2021	2022	2023	Total
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

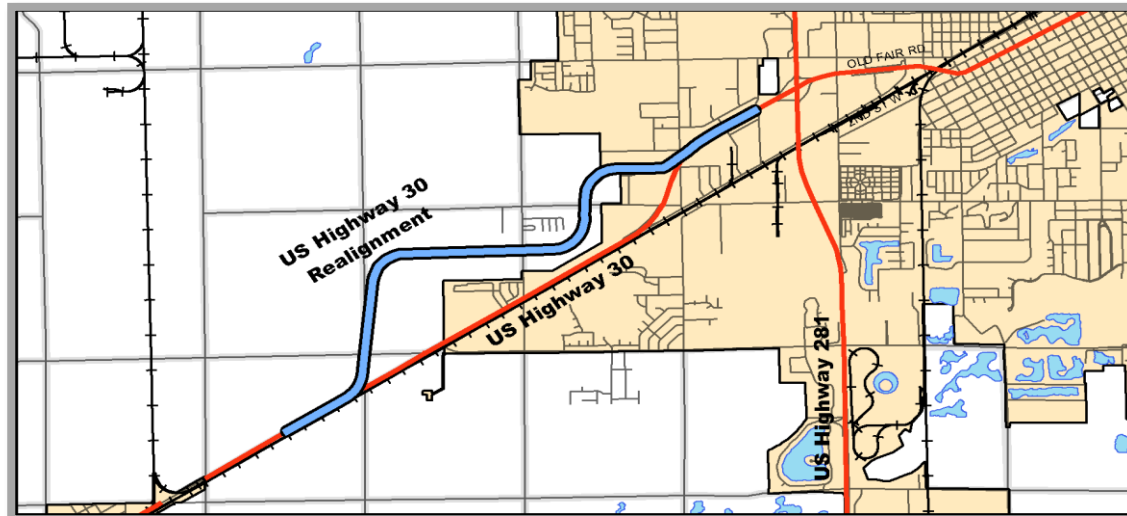
State Agency Sponsored Projects

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				\$30,693

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

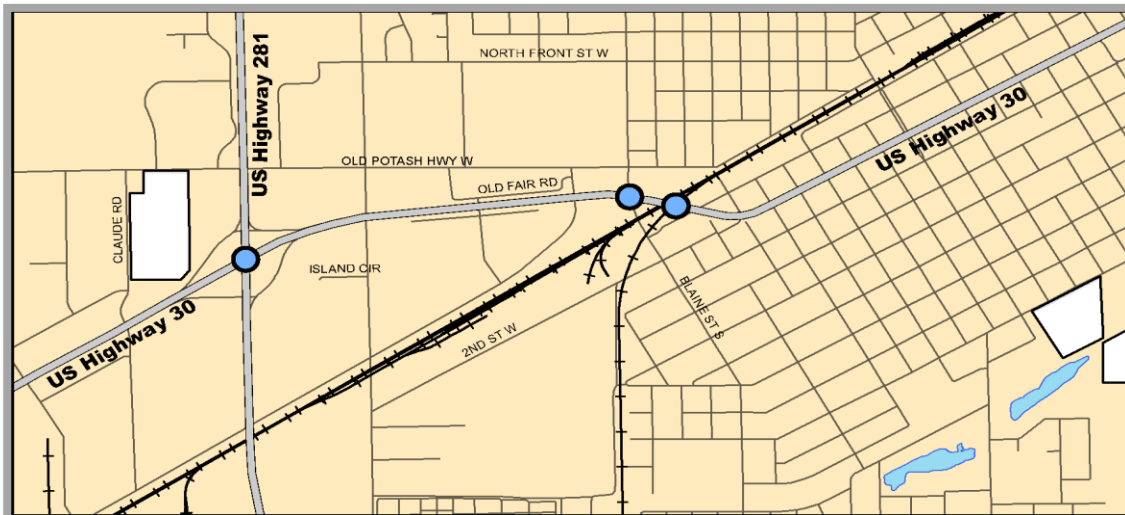
**GIAMPO Transportation Improvement Program 2019-2023
State Agency Sponsored Projects**

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				\$4,648

Notes:

GIAMPO Transportation Improvement Program 2019-2023

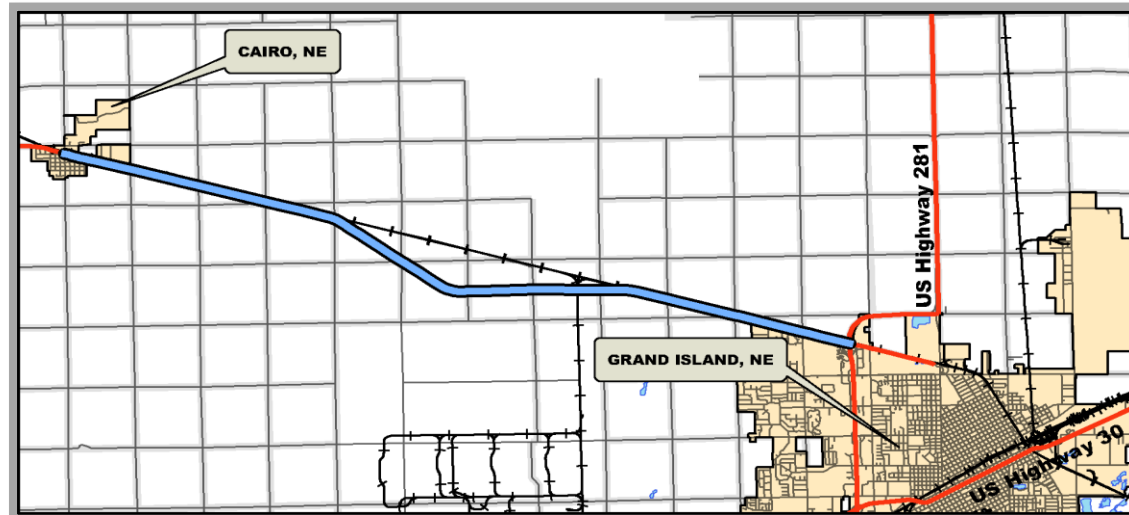
State Agency Sponsored Projects

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				\$9,215

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

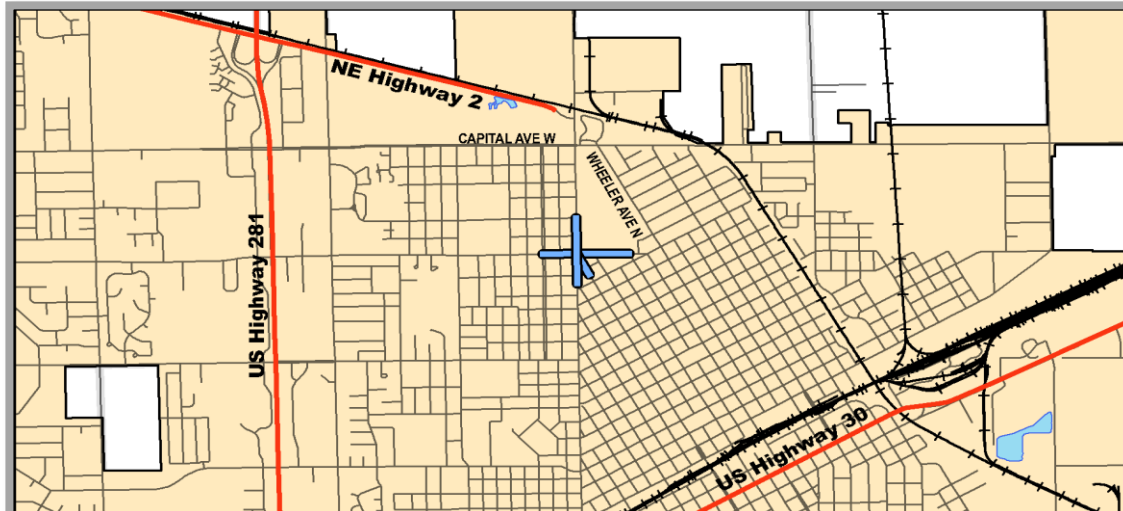
Local Agency Sponsored Projects

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				\$2,265

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)**

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

<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 *	
Total Project Estimate				\$2,134	

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)**

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

<u>YOE</u>	<u>Phase</u>	<u>Fund Type</u>	<u>Fund Description</u>	<u>Estimate (\$1,000)</u>	<u>Description:</u> Operating assistance for transit services in areas outside of the Grand Island Urbanized Area
2019	OPR	Federal	5311	\$18	
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	
Total Project Estimate				\$99	

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)**

TIP #: 2019-003	State ID: N/A	Project Name: Transit Facility	Length (SLM): N/A
Project #: 2018-006		Project Sponsor: Grand Island	District #: 4
HWY: N/A	Location: Grand Island Urbanized Area		A/Q Status: 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	
Total Project Estimate				\$998	

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

Technical Advisory Committee

Monday, April 9, 2018

Regular Session

Item H2

Approval Recommendation of MPO Self-Certification

Staff Contact: Allan Zafft, MPO Program Manager

ISSUE

VOTE: MPO Self-Certification

BACKGROUND

Concurrent with the submittal of the annual Transportation Improvement Program (TIP) update, the Grand Island Area Metropolitan Planning Organization (GIAMPO) and the Nebraska Department of Transportation (NDOT) certify to the 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 450.336. GIAMPO must submit the Certification of the Planning Process to NDOT with the submittal of a new TIP. The MPO Self-Certification, which GIAMPO includes in the FY 2019-2022 TIP, is attached.

POLICY CONSIDERATIONS/DISCUSSION

Compliance with federal requirements regarding the metropolitan transportation planning process is necessary for the GIAMPO planning area to continue to receive federal transportation funds.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

Approve MPO Self-Certification

STAFF CONTACTS

Allan Zafft

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;**
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- 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.

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GIAMPO completed its American with Disabilities Act (ADA) Self-Evaluation and Transition Plan. The GIAMPO Policy approved this plan on November 22, 2016.
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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

Technical Advisory Committee

Monday, April 9, 2018

Regular Session

Item H3

Approval Recommendation Final Draft Long Range Transportation Plan Amendment No. 4

Staff Contact: Allan Zafft, MPO Program Manager

ISSUE

VOTE: Amendment No. 4 to the Long Range Transportation Plan

BACKGROUND

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. 4 to the LRTP adjusts the anticipated project costs for three (1) Nebraska Department of Transportation project and adjusts the fiscal constraint of the plan to include additional anticipated federal revenue.

- State ID 42776 – In Grand Island Bridges (US-30 Bridges)
 - Changes the project federal-aid amount from \$2.339 million to \$3.420 million and the project total estimate from \$2.924 million to \$4.648 million.
- State ID 42787 – Cairo – Grand Island (N-2 Resurfacing)
 - Changes the project federal-aid amount from \$3.002 million to \$7.292 million and the project total estimate from \$3,754 million to \$9.215 million.
- State ID 41704 – US-281 West, Grand Island (US-30 Realignment)
 - Changes the project total estimate from \$29.681 million to \$30,693 million (no federal-aid).

Amendment No. 4 requires modifications in Chapter 7 – Financial Plan and Chapter 9 – Recommended Plan of the LRTP.

This amendment also includes a new section in Chapter 3 (section 3.4) of the LRTP relating to performance management.

POLICY CONSIDERATIONS/DISCUSSION

GIAMPO's Public Participation Plan requires that proposed amendments to the LRTP be released for public review and comment prior to Policy Board adoption.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

Approve Amendment No. 4 to the Long Range Transportation Plan and release it for public review and comment.

STAFF CONTACTS

Allan Zafft

3.4 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. Table 3-7 provides the timeline for each of the performance areas established by MAP-21 and the FAST Act.

Table 3-7: 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 Table 3-7, 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 NDOR, GIAMPO agreed to support the transit asset management targets established by the City which are the same targets as the State.

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

GIAMPO will support the established targets for Transit State of Good Repair and Safety and to be established targets for the remaining performance areas by the Journey 2040 policy recommendations and proposed capital projects within the Grand Island planning area.

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

Total Available Roadway Funds (\$1,000)				
Time Period	Federal	State	Local	Total Revenues
2016-2025	\$37,660	\$109,366	\$42,430	\$189,456
2026-2040	TBD ⁹	\$169,495	\$89,952	\$259,447
Total	\$37,660	\$278,861	\$132,382	\$448,903

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	\$47,280	\$47,280
2026-2040	TBD ¹⁰	\$113,236	\$113,236
Total	\$0	\$160,516	\$160,516

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	\$37,660	\$109,366	\$42,430	\$189,456
2026-2040	TBD ¹⁴	\$169,495	\$89,952	\$259,447
Total	\$37,660	\$278,861	\$132,382	\$448,903

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 Programs (TIP) 2016-2020, 2018-2022, and 2019-2023.

Between 2016 and 2022, 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 \$80 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	\$37,660	\$36,598	\$5,709	\$79,967

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	\$47,280	\$47,280
2026-2040	TBD ¹⁵	\$113,236	\$113,236
Total	\$0	\$160,516	\$160,516

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	Exempt	3.9 mi	\$30,693	PE	2018	City	Grand Island	\$158
						PE	2018	State	Build Nebraska	\$2,096
						ROW	2019	City	Grand Island	\$508
						ROW	2019	State	Build Nebraska	\$3,863
						Const/CE	2019	City	Grand Island	\$1,525
		US-30 from 1.4 mi west of Grand Island to 0.4 mi west of US-281, Begin Ramp - 308.64				Const/CE	2019	State	Build Nebraska	\$22,543
42674	Platte River - Phillips	Mill, concrete repair, resurface 4-lane dual roadway and shoulders, bridge repair	Exempt	7.7 mi	\$12,708	PE	2017	State	NDOR	\$45
						Const/CE	2018	NHPP	National Highway Performance Program	\$11,396
		I-80 from Platte River west of Grand Island to Phillips, Beginning RP - 310.88				Const/CE	2018	State	NDOR	\$1,267

State ID	Project Name	Project Description	A/Q Status	Length (SLM)	Total Project Est.	Phase	YOE	Fund Type	Fund Description	TIP Estimate by Phase Amount (\$1,000)
42690	In Grand Island & North	Resurf existing roadway & US-281/N-2 ramps, concrete repair, bridge repair, add subdrains US-281 from Old US-30 Viaduct over UPRR, North to 1.8 mi South of Howard County Line Beginning RP - 68.90	Exempt	9.6 mi	\$18,707	PE	2015	State	NDOR	\$779
						Const/CE	2017	City	Grand Island	\$3,126
						Const/CE	2017	NHPP	National Highway Performance Program	\$11,450
						Const/CE	2017	SFTY	Nation Safety Improve. Program	\$585
						Const/CE	2017	State	NDOR	\$2,767
42773	Grand Island - WACO	Deploy automated gate systems and CCTV 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	3-bridge repair/overlays, sealing, new approach, slabs, mill, resurface roadway Three US-30 Bridges in Grand Island (Jct US-30/US-281/N-2 bridge and Old Lincoln Hwy to Grand St), Beginning RP - 313.66	Exempt	0	\$4,648	PE	2019	State	NDOR	\$227
						ROW	2021	State	NDOR	\$5
						Const/CE	2022	Local	Grand Island National Highway Performance Program	\$60
						Const/CE	2022	NHPP		\$3,420
						Const/CE	2022	State	NDOR	\$936

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

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)
42787	Cairo - Grand Island	Resurfacing N-2 from Cairo southeast to US-281 in Grand Island, Begin RP - 343.73	Exempt	12.3 mi	\$9,215	PE	2019	State	NDOR	\$53
						ROW	2020	State	NDOR	\$10
						Const/CE	2021	Local	Grand Island National Highway Performance Program	\$198
						Const/CE	2021	NHPP		\$7,292
						Const/CE	2021	State	NDOR	\$1,662
									Total	\$80,092

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								\$47,280
	Intersection Improvements	Improvements at various intersections	Various	Various	Grand Island	\$3,500	\$4,606	\$42,674
B-3a	Stuhr Road	Widen to 3 lanes	US-30	BNSF RR	Grand Island	\$9,656	\$12,707	\$29,967
B-2a	Old Potash Highway	Widen to 5 lanes	Claude Road	Webb Road	Grand Island	\$4,307	\$5,668	\$24,299
B-8	Husker Highway	Widen to 3 lanes	US-281	North Road	Grand Island	\$4,947	\$6,510	\$17,789
B-7	Stolley Park Road	Widen to 3 lanes	Fair Ground Entrance	Stuhr Road	Grand Island	\$2,183	\$2,872	\$14,917
B-1a	Capital Avenue	Widen to 5 lanes	Broadwell Avenue	BNSF RR/Oak Street	Grand Island	\$3,438	\$4,524	\$10,393
B-6	13th Street	Widen to 3 lanes	West of US-281	Independence Avenue	Grand Island	\$4,193	\$5,517	\$4,876
Total 2021-2025						\$32,224	\$42,404	\$4,876

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								\$118,112*
B-4	North Road	Widen to 3 lanes	Highway 2	Old Potash Highway	Grand Island	\$11,081	\$14,582	\$103,530
	Intersection Improvements	Improvements at various intersections	Various	Various	Grand Island	\$3,764	\$7,332	\$96,198
2	Stuhr Bridges over BNSF and UPRR	Engineering			Grand Island	\$2,048	\$3,989	\$92,209
	Stuhr Road	Widen to 3 lanes	BNSF RR	US-34	Grand Island	\$9,656	\$18,809	\$73,400
B-1b	Capital Avenue	Widen to 3 lanes	BNSF RR/Oak Street	St Paul Road	Grand Island	\$1,781	\$3,470	\$69,930
B-1c	Capital Avenue	Widen to 3 lanes	Dairy Queen	Engleman Road	Grand Island	\$5,700	\$11,103	\$58,827
B-2b	Old Potash Highway	Widen to 3 lanes	Engleman Road	Claude Road	Grand Island	\$5,269	\$10,264	\$48,563
4	Broadwell over UPRR and Broadwell Extension	Broadwell Avenue Widening (5-lane)	Faidley Avenue	Third Street	Grand Island	\$3,900	\$7,597	\$40,966
5		Broadwell UPRR bridge				\$13,000	\$25,323	\$15,643
6		Broadwell Extension (3-lane)	Anna Street	Adams Street		\$4,900	\$9,545	\$6,098
11	13th St. – 10th St. Connector	Reconstruct	W 13th Street	10th Street	Grand Island	\$600	\$1,169	\$4,929
Total 2026-2040						\$53,768	\$104,735	\$4,929

*Note: includes **\$4,876** 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+								\$4,929
B-5	Swift Road	New 2-lane road	Talc Road	Shady Bend Road	Grand Island	\$3,150	5,209	
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 bridge over BNSF	New 4-lane bridge			Grand Island	\$11,000	\$18,181	

*expand 3-lane to 5-lane

Technical Advisory Committee

Monday, April 9, 2018

Regular Session

Item H4

Approval Recommendation of Final Draft FY 2019 Unified Planning Work Program (UPWP)

Staff Contact: Allan Zafft, MPO Program Manager

ISSUE

VOTE: Draft FY 2019 Unified Planning Work Program

BACKGROUND

The Grand Island Area Metropolitan Planning Organization (GIAMPO) staff has prepared the FY 2019 Unified Planning Work Program (UPWP) for public review and comment. The UPWP identifies planning priorities and activities to be carried out within GIAMPO's metropolitan planning area. It includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source of funds.

POLICY CONSIDERATIONS/DISCUSSION

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

BUDGET CONSIDERATIONS

The Draft FY 2019 UPWP has been developed based on federal funding provided by the Nebraska Department of Transportation.

COMMITTEE ACTION

None.

RECOMMENDATION

Approve Draft FY 2019 UPWP and release it for public review and comment.

STAFF CONTACTS

Allan Zafft



Grand Island Area Metropolitan Planning Organization (GIAMPO)

FY 2019 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 Transportation. The contents of this document do not necessary reflect the official views or policy of the U.S. Department of Transportation.

DRAFT – March 2018

**Grand Island Area Metropolitan Planning Organization (GIAMPO)
Unified Planning Work Program for Fiscal Year 2019**

Policy Board Members

Chair – Jeremy L. Jensen

Vice-Chair – Gary Quandt

MPO Director/Secretary – John Collins

Mayor: Jeremy L. Jensen

Grand Island Council Members: Linna Dee Donaldson, Julie Hehnke, Mike Paulick

County Board Members: Doug Lanfear, Gary Quandt

Planning Commission Chair: Pat O'Neill

Nebraska Department of Transportation Director: Kyle Schneeweis

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, Keith Kurz, Chad Nabity

Nebraska Department of Transportation: Paul Gavin, Wes Wahlgren

Federal Transit Administration: Mark Bechtel

Federal Highway Administration: Justin Luther

Technical Committee Members

Chair – Chad Nabity

Vice Chair – Steve Riehle

MPO Director/Secretary – John Collins

Grand Island Public Works Director: John Collins

Grand Island City Administrator: Marlan Ferguson

Grand Island Manager of Engineering Services: Keith Kurz

Grand Island Transit Program Manager: Charley Falmlen

Hall County Regional Planning Director: Chad Nabity

Hall County Public Works Director: Steve Riehle

NDOT Intermodal Planning Division Manager or designee: Ryan Huff

NDOT District Four Engineer: Wes Wahlgren

Merrick County Public Works Director or Highway Superintendent: Mike Meyer

One representative from the Village of Alda: Ramona Schafer

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

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

NDOT Local Projects Division Urban Engineer: Jodi Gibson

Grand Island Finance Director: William Clingman

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: Sara Thompson Cassidy, Bentley Tomlin

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

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

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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
NDOT	Nebraska Department of Transportation
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 2019 (July 1, 2018 to June 30, 2019). 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 Transportation (NDOT) 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.

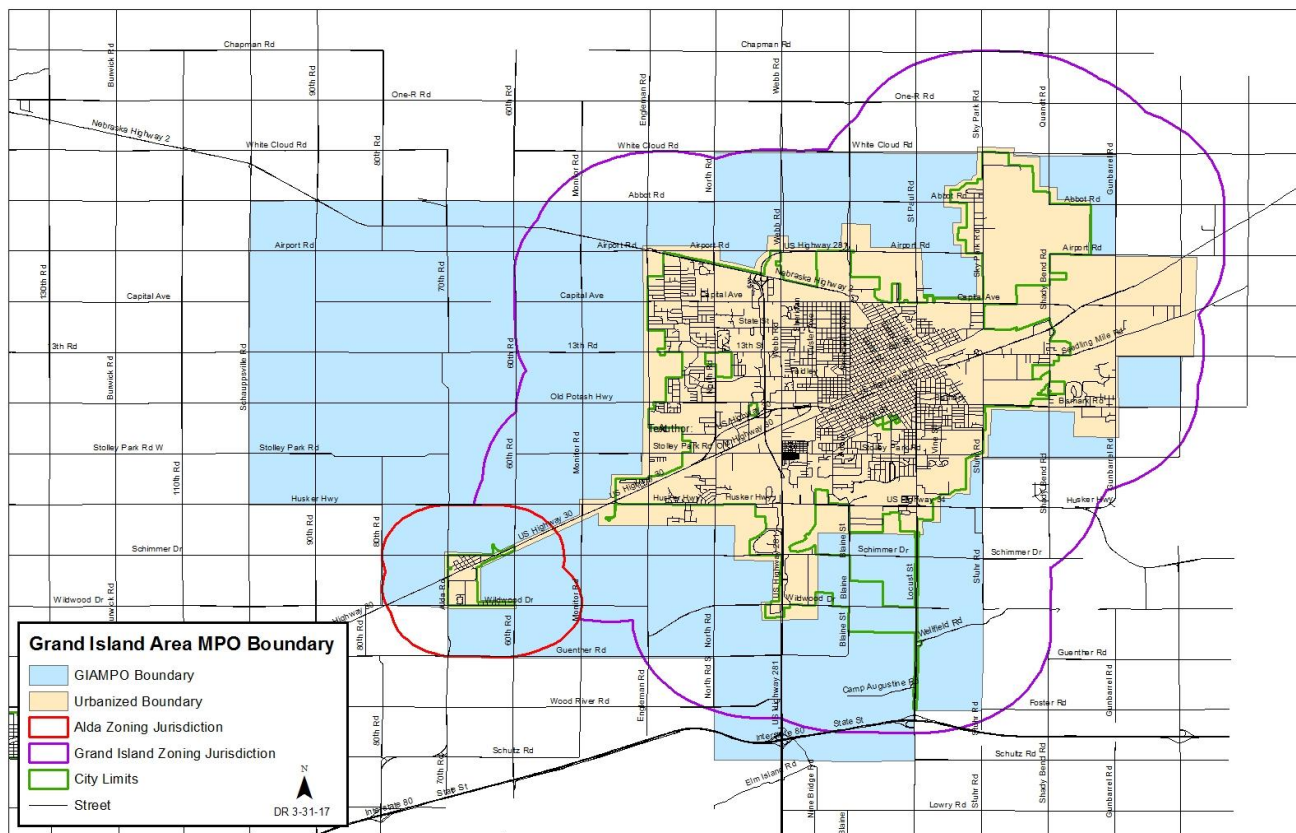
What is GIAMPO?

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 NDOT.

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 designated 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 2019 Staff Time Estimates

Staff (equivalent staff time) Estimated	Staff Months	Est. Hours
Professional Staff (MPO Program Manager) - Direct	11.00	1,905
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 2019 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 2018 GIAMPO Accomplishments

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

- Approved amendments and/or administrative modifications to the Long Range Transportation Plan and FY 2018-2022 Transportation Improvement Program
- Adopted the FY 2019-2023 Transportation Improvement Program for the GIAMPO Metropolitan Planning Area
- Processed crash data in relation to setting targets for safety performance measures
- Completed the Regional Transit Needs Assessment and Feasibility Study
- Adoption of the GIAMPO Bicycle and Pedestrian Master Plan

MPO FY 2019 Work Elements

The following pages detail the work elements that GIAMPO will undertake in FY 2019. 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:

- FY 2018 UPWP produced and approved on May 23, 2017

Activities:

- Maintain the FY 2019 UPWP and budget, and amend the work program and budget through amendments or administrative modifications as needed
- Manage the GIAMPO funding streams and track the status of the UPWP budget and activities
- Prepare quarterly progress reports that document activities accomplished and associated with the UPWP work elements
- Prepare and submit quarterly reimbursement requests to NDOT
- Coordinate GIAMPO's annual budget with the City of Grand Island's annual budget
- Maintain the annual FHWA PL grant contract and any subsequent amendments
- Coordinate with planning partners regarding UPWP activities
- Prepare a "DRAFT" FY 2020 UPWP and budget
- Finalize and adopt the FY 2020 UPWP and budget

End Products:

- Quarterly Progress Reports and Reimbursement Requests
- Amendments and Administration Modifications to the FY 2019 UPWP as needed
- Annual "DRAFT" FY 2020 UPWP
- Annual "FINAL" FY 2020 UPWP

<u>Budget - 200 MPO Program Manager Hours</u>	<u>Costs</u>	<u>Schedule</u>
Manage Funding Streams and Budget	\$ 1,116.40	Ongoing
Quarterly Progress Reports and Reimbursement Requests	\$ 2,232.80	Quarterly
FY 2019 UPWP Budget Amendments/Admin Modifications	\$ 1,674.60	Ongoing

"DRAFT" FY 2020 UPWP	\$ 5,023.80	3 rd /4 th Quarters
"FINAL" FY 2020 UPWP	\$ 1,116.40	4 th Quarter
Other Direct	\$ 0.00	
Total Budget	\$ 11,164.00	

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:

- FY 2018-2022 produced and approved on May 23, 2017
- Amended and revised the FY 2018-2022 TIP
- Prepared the Annual Listing of Federally Obligated Projects for FY 2016 and FY 2017

Activities:

- Develop the Annual Listing of Federally Obligated Projects for FY 2018
- Work with the City of Grand Island staff in developing the City's one and six street improvement plan for 2019
- Monitor the status of projects in the FY 2019-2023 TIP
- Staff involvement on project related activities ensuring issues are properly identified and adequately addressed for timely implementation
- Coordinate with planning partners regarding TIP activities
- Maintain, revise, and amend the FY 2019-2023 TIP through Amendments and Administrative Modifications as needed
- Prepare the "DRAFT" FY 2020-2024 TIP, which includes the self-certification of the MPO Planning Process
- Finalize and adopt the FY 2020-2024 TIP

End Products:

- Annual Listing of Federally Obligated Projects for FY 2018
- Amendments and Administrative Modifications to the FY 2019-2023 TIP as needed
- "DRAFT" FY 2020-2024 TIP
- "FINAL" FY 2020-2024 TIP

<u>Budget - 175 MPO Program Manager Hours</u>	<u>Costs</u>	<u>Schedule</u>
Annual Listing of Federally Obligated Projects for FY 2018	\$ 976.85	2 nd Quarter
FY 2019-2023 TIP Amendments/Admin Modifications	\$ 1,465.28	Ongoing
Grand Island's 1 and 6 Year Street Improvement Plan	\$ 976.85	2 nd Quarter
"DRAFT" FY 2020-2024 TIP	\$ 4,884.25	3 rd /4 th Quarters
"FINAL" FY 2020-2024 TIP	\$ 1,465.27	4 th Quarter
Other Direct	\$ 0.00	
Total Budget	\$ 9,768.50	

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
- Updated the GIAMPO stakeholder contact list
- Began the development of the Limited English Proficiency (LEP) 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 and updated for meeting notices, agendas, and/or minutes, and other 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
- Attend public information meetings for transportation improvement projects and/or studies (as needed)
- Conduct public comment periods for MPO work products (i.e. UPWP and TIP)
- Publish notices for meetings and public comment periods of MPO work products (i.e. UPWP and TIP)
- Maintain the GIAMPO stakeholder contact list
- Amend and revise the PPP as needed
- Maintain the Title VI Implementation Plan
- Continue 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

<u>Budget - 150 MPO Program Manager Hours</u>	<u>Costs</u>	<u>Schedule</u>
Title VI Mitigation/Assessment	\$ 2,930.55	Ongoing
PPP Review	\$ 1,674.60	Ongoing
Website Development/Maintenance	\$ 2,093.25	Ongoing
MPO Education	\$ 1,674.60	Ongoing
Other Direct	<u>\$ 2,500.00</u>	
Total Budget	\$ 10,873.00	

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:

- Data interpretation
- Compiled data for GIAMPO planning area
- Developed a dataset for the City Geographic System (GIS) relating to crash data from 2011 to 2015
- Updated a dataset for the City GIS to incorporate the Highway Functional Classification System for the GIAMPO planning area
- Prepared maps for FY 2019-2023 TIP

Activities:

- Coordinate with NDOT and other agencies in obtaining data for the GIAMPO planning area
- Develop and/or maintain a planning data repository for the GIAMPO planning area (i.e. demographics, socioeconomic, traffic counts, crashes)
- Work with City of Grand Island's GIS Coordinator to develop and/or update datasets for the City Geographical Information System (GIS) including roads, sidewalks, bicycle routes, trails, traffic counts, crashes, etc.
- Assist NDOT 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 NDOT relating to safety, pavement and bridge condition, system performance, and freight
 - Conduct data collection and analysis related to transportation performance measures
- Work with City of Grand Island's GIS Coordinator to prepare maps for analysis, presentation, and MPO work products
- Collect bicycle and pedestrian counts on multi-use trails and/or sidepaths
- Assist the City of Grand Island staff with preparing grant applications via the Recreational Trails Program and Set Aside from ST Block Grant Program
- Review and update the Highway Function Classification System in coordination with NDOT as needed

End Products

- Performance Measure Targets
- Planning Data Repository/GIS Datasets (ongoing)
- Purchase of traffic counting equipment and supplies

Budget - 225 MPO Program Manager Hours	Costs	Schedule
Performance Measures	\$ 2,511.90	Ongoing
Data Collection	\$ 2,511.90	Ongoing
Planning Database Repository/GIS Datasets	\$ 4,395.83	Ongoing
Mapping	\$ 3,139.87	Ongoing
Other Direct	\$ 5,000.00	
Total Budget	\$ 17,559.50	

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
- Amended and revised the LRTP
- Served on the Nebraska Freight Advisory Committee for the Nebraska Freight Plan
- Adoption of the GIAMPO Bicycle and Pedestrian Master Plan (if not completed in FY 2018)
- Participated in a MPO Freight Assessment with FHWA

Activities:

- Amend and/or revise the LRTP as necessary
- Continue the development of the GIAMPO Bicycle and Pedestrian Master Plan (if not completed in FY 2018)
- Maintain and refine the regional travel demand model as needed
- Initiate updating the Travel Demand Model for the LRTP Update
- Begin the LRTP Update
- Coordinate FAST Act performance measures with FHWA, FTA, and NDOT and continue working on the performance monitoring and reporting required by the FAST Act for inclusion with the current LRTP and the LRTP Update
- Assist NDOT with statewide Long Range Transportation Plan and Freight Plan as needed

End Products:

- LRTP Amendments and/or Revisions
- Bicycle and Pedestrian Master Plan (if not completed in FY 2018)
- Travel Demand Model Maintenance
- RFP for Consultant for TDM Update
- RFP for On-Call Consultant for LRTP Update

Budget - 590 MPO Program Manager Hours	Costs	Schedule
Amendment and/or Revisions to the LRTP	\$ 9,880.14	Ongoing
Travel Demand Model & LRTP Update – GIAMPO Staff	\$ 23,053.66	Ongoing
Travel Demand Model – Professional Services	\$ 35,000.00	3 rd Quarter
LRTP Update – Professional Services	\$108,000.00	3 rd Quarter
Other Direct	\$ _____ 0.00	
Total Budget	\$175,933.80	

Element F – Transit Planning**Purpose:**

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 Regional Transit Needs Assessment and Feasibility Study
- Prepared transit elements for the FY 2019 UPWP and FY 2018-2022 TIP
- Triennial Review Support

Activity:

- Prepare transit elements for the FY 2020 UPWP and FY 2020-2024 TIP
- Coordinate transit-related amendments/revisions to the FY 2019 UPWP, FY2019-2023 TIP, and Long Range Transportation Plan as needed

- Perform the following activities relating to performance measures:
 - Establish performance measures and targets in coordination with FTA, NDOT, and the City of Grand Island relating to transit asset management
 - Conduct data collection and analysis related to transit performance measures
- Evaluate and track transit services and activities (i.e. identify gaps, monitor ridership)
- Prepare the transit elements for the LRTP update
- Maintain the annual FTA Section 5305 grant contract and any subsequent amendments
- Attend relevant trainings, workshops, conferences, webinars, and other educational opportunities that include; but not limited to:
 - National Transit Institute
 - FTA
 - NDOT
- Prepare for and/or attend relevant transit-related meetings
- Provide support to FTA grants for transit services in the Grand Island urbanized area
- Prepare quarterly progress reports and reimbursement requests (transit-related) to NDOT
- Assist the City of Grand Island Transit Program with the implementation of the fiscally constrained plan from the Regional Transit Needs Assessment and Feasibility Study

End Product:

- Performance Measures and Targets
- Transit Elements of the FY 2020 UWPW and FY 2020-2024 TIP

<u>Budget – 175 MPO Program Manager Hours</u>	<u>Costs</u>	<u>Schedule</u>
Performance Measures	\$ 976.85	4 th Quarter
Transit Elements of UPWP and TIP	\$ 2,930.55	3 rd /4 th Quarters
Data Collection and Analysis	\$ 5,861.10	Ongoing
Other Direct (Travel, Training, Misc.)	<u>\$ 1,000.00</u>	Ongoing
Total Budget	\$ 10,768.50	

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
- Held Bicycle and Pedestrian Advisory Committee meetings, including preparing agendas and reviewing supporting documents
- Set meeting schedules for the Policy Board and TAC for calendar year 2018
- Held monthly GIAMPO staff meetings, including preparing agendas and supporting documents
- Prepared the Redesignation Agreement and Amendment No. 3 for the Policy Board Bylaws and TAC Bylaws to change the Policy Board and TAC voting membership
- Attended the Transportation Plans and Programs Management Workshop
- Attended the Transportation Performance Management Implementation Workshop for PM2 and PM3
- Attended Complete Streets Action Team meetings
- Attended Grand Island Walkability Leadership meetings

- Attended the Nebraska American Planning Association Conference
- Prepared quarterly progress reports and reimbursement requests to NDOT

Activities:

- Support the Policy Board and TAC, which includes the following detailed activities and all other related activities:
 - Develop, compile, and distribute meeting packets, including agendas, staff reports, and any additional information
 - Prepare presentations for meetings as needed
 - Record and transcribe meeting minutes
 - Provide training for new Policy Board and TAC members as needed
 - Maintain Policy Board and TAC bylaws
 - Maintain membership and contact lists
- Support the Bicycle and Pedestrian Advisory Committee (MPO subcommittee), which includes the following detailed activities and all other related activities:
 - Develop and distribute meeting agendas and other information
 - Prepare presentations for meetings as needed
 - Maintain membership and contacts
- Attend relevant trainings, workshops, conferences, webinars, and other educational opportunities that include; but not limited to:
 - National Highway Institute
 - FHWA
 - NDOT
 - Nebraska Chapter of American Planning Association annual conference and other workshops
 - Nebraska Chapter of American Planning Association Fall Symposium
- 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
 - NDOT-related meetings
 - Complete Streets Action Team meetings
 - Grand Island Walkability Leadership meetings
- Complete timesheets to include with quarterly reimbursement requests
- Prepare for and/or attend employee-related activities such as performance evaluation, work benefits, etc.
- Perform other administrative duties such as maintaining GIAMPO-related records, providing GIAMPO-related documents to the City of Grand Island Finance Department for the annual city audit, updating agreements as needed, etc.
- Purchase TransCAD technical support and software maintenance for a period of one year

End Product:

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

Budget - 415 MPO Program Manager/Admin Staff Hours	Costs	Schedule
Direct		
Provide support for Policy Board, TAC, and Bicycle and Pedestrian Advisory Committee	\$ 6,831.84	Ongoing
Meeting Minutes and Other Documentation	\$ 3,415.92	Ongoing
General Administration of GIAMPO	<u>\$ 12,525.04</u>	Ongoing
	\$ 22,772.80	
Other Direct		
Office Expenses – Supplies, Phone, Advertisement, Postage	\$ 2,421.94	
Computer Services	\$ 2,250.00	
Software Maintenance/Support TransCAD	\$ 1,200.00	
Individual or Organizational Membership Fees with APA, AICP, and AMPO	\$ 800.00	
Travel, Training, Conferences, & Mileage Reimbursement	<u>\$ 1,800.00</u>	
	\$ 8,471.94	
Total Budget	\$ 31,244.74	

Total UPWP Budget

It is anticipated that the cost of implementing this UPWP for GIAMPO will be **\$267,312.04**, during FY 2019. Based on the formula funding for MPOs in Nebraska, in FY 2019 GIAMPO is eligible for up to \$205,234.83 Federal Highway Planning funds and \$28,443.00 Federal Transit Section 5305 funds for staffing and other expenses. The City of Grand Island, by agreement, provides at least a 20% match. Total revenue for the MPO planning program equals **\$292,097.29**.

Grand Island Area Metropolitan Planning Organization

DISTRIBUTION OF COSTS BY WORK ELEMENT

FY 2019 UPWP

FY 2019 FEDERAL HIGHWAY ADMINISTRATION (FHWA) PL - PROGRAM COSTS

July 1, 2018 - June 30, 2019

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	200	7,522.00	6,017.60	1,504.40	7,522.00
	Fringe/Indirect - MPO Program Manager		3,642.00	2,913.60	728.40	3,642.00
	Other Direct		0.00	0.00	0.00	0.00
	Total Unified Planning Work Program		\$11,164.00	\$8,931.20	\$2,232.80	\$11,164.00
TIP						
	Direct Labor - MPO Program Manager	175	6,581.75	5,265.40	1,316.35	6,581.75
	Fringe/Indirect - MPO Program Manager		3,186.75	2,549.40	637.35	3,186.75
	Other Direct		0.00	0.00	0.00	0.00
	Total Transportation Improvement Program		\$9,768.50	\$7,814.80	\$1,953.70	\$9,768.50
PPP						
	Direct Labor - MPO Program Manager	150	5,641.50	4,513.20	1,128.30	5,641.50
	Fringe/Indirect - MPO Program Manager		2,731.50	2,185.20	546.30	2,731.50
	Other Direct		2,500.00	2,000.00	500.00	2,500.00
	Total Public Participation Plan		\$10,873.00	\$8,698.40	\$2,174.60	\$10,873.00
Short Range Planning						
	Direct Labor - MPO Program Manager	225	8,462.25	6,769.80	1,692.45	8,462.25
	Fringe/Indirect - MPO Program Manager		4,097.25	3,277.80	819.45	4,097.25
	Other Direct		5,000.00	4,000.00	1,000.00	5,000.00
	Total Short Range Studies		\$17,559.50	\$14,047.60	\$3,511.90	\$17,559.50
LRTP						
	Direct Labor - MPO Program Manager	590	22,189.90	17,751.92	4,437.98	22,189.90
	Fringe/Indirect - MPO Program Manager		10,743.90	8,595.12	2,148.78	10,743.90
	Professional Services - Travel Demand Model		35,000.00	28,000.00	7,000.00	35,000.00
	Professional Services - LRTP Update		108,000.00	86,400.00	21,600.00	108,000.00
	Other Direct		0.00	0.00	0.00	0.00
	Total Long Range Transportation Plan		\$175,933.80	\$140,747.04	\$35,186.76	\$175,933.80
Transit Planning						
	Direct Labor - MPO Program Manager	175	6,581.75	5,265.40	1,316.35	6,581.75
	Fringe/Indirect - MPO Program Manager		3,186.75	2,549.40	637.35	3,186.75
	Other Direct		1,000.00	800.00	200.00	1,000.00
	Total Transit Planning		\$10,768.50	\$8,614.80	\$2,153.70	\$10,768.50
Administration/System Management						
	Direct Labor - MPO Program Manager	390	14,667.90	11,734.32	2,933.58	14,667.90
	Fringe/Indirect - MPO Program Manager		7,101.90	5,681.52	1,420.38	7,101.90
	Direct Labor - Administrative Assistance	25	795.25	636.20	159.05	795.25
	Fringe/Indirect - Administrative Assistance		207.75	166.20	41.55	207.75
Other Direct	Office Expenses		2,421.94	1,937.55	484.39	2,421.94
	Computer Services		2,250.00	1,800.00	450.00	2,250.00
	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
	Travel, Training, Conferences, & Mileage Reimbursement		1,800.00	1,440.00	360.00	1,800.00
	Total Administration/System Management		\$31,244.74	\$24,995.79	\$6,248.95	\$31,244.74
FHWA 2019		1755	65,860.55	52,688.44	13,172.11	65,860.55
	Fringe/Indirect FHWA		31,711.05	25,368.84	6,342.21	31,711.05
	Other Direct (includes Professional Services)		158,971.94	127,177.55	31,794.39	158,971.94
FHWA FY 2019	Grand Total FHWA PL UPWP		\$256,543.54	\$205,234.83	\$51,308.71	\$256,543.54

FTA 2019	Direct Labor FTA	175	6,581.75	5,265.40	1,316.35	6,581.75
	Fringe/Indirect FTA		3,186.75	2,549.40	637.35	3,186.75
	Other Direct		1,000.00	800.00	200.00	1,000.00
FTA FY 2019	Grand Total FTA Section 5305		\$10,768.50	\$8,614.80	\$2,153.70	\$10,768.50

NOTES:

Total Highway Planning Federal Highway Planning - FHWA

\$256,543.54	\$205,234.83	\$51,308.71	\$256,543.54
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Total Transit Federal Transit Administration

\$10,768.50	\$8,614.80	\$2,153.70	\$10,768.50
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Total FY 2019 UPWP

\$267,312.04	\$213,849.63	\$53,462.41	\$267,312.04
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FHWA Available Revenue

\$256,543.54	\$205,234.83	\$51,308.71	\$256,543.54
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FTA Available Revenue

\$35,553.75	\$28,443.00	\$7,110.75	\$35,553.75
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Remaining FHWA Funds

\$0.00	\$0.00	\$0.00	\$0.00
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Remaining FTA Funds

\$24,785.25	\$19,828.20	\$4,957.05	\$24,785.25
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Total Program Funds Remaining

\$24,785.25	\$19,828.20	\$4,957.05	\$24,785.25
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Technical Advisory Committee

Monday, April 9, 2018

Regular Session

Item H5

Bike/Ped Plan Update

Staff Contact: Chad Nabity, Regional Planning Director