



GIAMPO - Policy Board

**Tuesday, November 26, 2019
4:00 pm @ 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 & Introductions
3. Approval of Minutes from the May 28, 2019 Policy Board Meeting
4. MPO Financial Update
5. Approval of MPO Targets for Safety Performance Measures
6. Update on the 2025 Long Range Transportation Plan
7. Next Meeting
8. 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).*

GIAMPO – Policy Board

Tuesday, November 26, 2019

Regular Session

Item C1

Approval of Minutes from the May 28, 2019 Policy Board Meeting

Staff Contact: Mayor Roger Steele

GRAND ISLAND AREA METROPOLITAN PLANNING ORGANIZATION (GIAMPO)

MINUTES OF POLICY BOARD MEETING

Tuesday, May 28, 2019 at 4:00 pm

Grand Island City Hall – Community Meeting Room

100 E 1st Street, Grand Island, NE 68801

VOTING MEMBERS ATTENDANCE:

Roger Steele, Mayor, City of Grand Island	Present
Jason Conley, City of Grand Island, Council Member	Present
Julie Hehnke, City of Grand Island, Council Member	Present
Clay Schutz, City of Grand Island, Council Member	Absent
Wes Wahlgren (Kyle Schneweis designee) NDOT District 4 Engineer	Present
Gary Quandt, Hall County Board	Present
Ron Peterson, Hall County Board	Present
Pat O'Neill, Hall County Planning Commission Chairman	Absent

NON-VOTING MEMBERS ATTENDANCE:

VACANT, City of Grand Island City Administrator	Absent
Keith Kurz, City of Grand Island Assistant Public Works Director	Absent
VACANT, City of Grand Island, Assistant City Administrator	Absent
Allan Zafft, City of Grand Island MPO Program Manager	Present
Catrina DeLosh, City of Grand Island Public Works Admin Assistant	Present
Patrick Brown, City of Grand Island Finance Director	Present
William Clingman, City of Grand Island Asst. Finance Director	Absent
Jerry Janulewicz, City of Grand Island Attorney	Present
John Collins, City of Grand Island Public Works Director	Present
Tim Golka, City of Grand Island Project Manager	Absent
Chad Nabity, Regional Planning Director	Present
Charlene Falmlen, Transit Program Manager	Absent
Joseph Werning, Administrator, FHWA NE Division	Absent
Mokhtee Ahmad, Administrator, FTA Region VII	Absent
Wes Wahlgren, NDOT District 4 Engineer	Present
Justin Luther, Transportation Planner, Realty, Civil Rights FHWA	Absent
Logan Daniels, FTA Transportation Program Specialist	Absent
Mark Bechtel, FTA Community Planner	Absent
Daniel Nguyen, FTA Community Planner	Absent
Mark Fischer, NDOT Assistant Planning Engineer	Absent

Call to Order

Mayor Steele called the meeting to order at 4:00 pm. The Nebraska Open Meetings Act was acknowledged.

Roll Call

Roll call was taken, followed by introductions. Mayor Steele acknowledged the fact that Wes Wahlgren, NDOT District 4 Engineer, was the designee for Kyle Schneweis, Director of the Nebraska Department of Transportation (NDOT).

Approval of Minutes from the February 26, 2019 Policy Board Meeting

Motion by Quandt to approve the minutes from the February 26, 2019 meeting, seconded by Wahlgren. Upon roll call vote, all voted in favor. Motion adopted.

Approval Recommendation of MPO Self-Certification

Zafft informed the Policy Board that compliance with federal requirements regarding the metropolitan transportation planning process is necessary for the GIAMPO planning area to continue to receive federal transportation funds. GIAMPO must submit the Certification of Planning Process to NDOT with the submittal of a new Transportation Improvement Program (TIP). Motion by Hehnke to approve the MPO Self-Certification, seconded by Conley. Upon roll call vote, all voted in favor. Motion adopted.

Approval Recommendation of Final Draft FY 2020-2024 Transportation Improvement Program

GIAMPO staff prepared the FY 2020-2024 Transportation Improvement Program (TIP) for public review and comment. The TIP was developed in compliance with regulations contained in the FAST Act, which is the most recent legislation governing the federal transportation program. The TIP was made available for a 30-day public comment period from April 9, 2019- May 10, 2019, with no public comments received.

Motion by Conley to approve the Final Draft FY 2020-2024 Transportation Improvement Program seconded by Peterson. Upon roll call vote, all voted in favor. Motion adopted.

Approval Recommendation of Final Draft Long Range Transportation Plan Amendment No. 5

Zafft recapped that in April 2016 the Policy Board approved Journey 2040 as the Grand Island metropolitan region's Long Range Transportation Plan. This is a blueprint that described how the region will invest in its multimodal transportation system over the next 25 years. The LRTP is amended to accommodate changes to projects in the LRTP. With the passage of the half cent sales tax in November 2018 an amendment is needed to address the highway financial projections, fiscally constrained projects, and illustrative project plan. Amendment No. 5 was made available for a 30-day public comment period from April 9, 2019 to May 10, 2019. No public comments were received.

Motion by Wahlgren to approve the Final Draft Long Range Transportation Plan Amendment No. 5, seconded by Quandt. Upon roll call vote, all voted in favor. Motion adopted.

Approval Recommendation of Final Draft FY 2020 Unified Planning Work Program

GIAMPO staff has prepared the FY 2020 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.

Motion by Wahlgren to approve the Final Draft FY 2020 Unified Planning Work Program, seconded by Quandt. Upon roll call vote, all voted in favor. Motion adopted.

MPO Financial Update

Zafft provided an update for State Fiscal Year 2019; Third Quarter, which is from January 1, 2019- March 31, 2019.

Update on the RFP for Updating the Travel Demand Model and Long Range Transportation Plan

Zafft gave a preliminary schedule for the Long Range Transportation Plan update, which consisted of:

January 2019- RFP Released

February 2019- submittals were received

April 2019- selection notification

June 7, 2019- issue Notice to Proceed to selected consultant

December 2020- Technical Advisory Committee approval of the Draft LRTP

December 2020/ January 2021- Public comment period of Draft LRTP

February 2021- Policy Board approval

April 2021- final deadline to submit LRTP

*this schedule allows for unforeseen situations.

Next Meeting Date

The next meeting of the Policy Board will be on August 27, 2019 at 4:00 pm at City Hall.

Adjournment

There being no further business, Mayor Steele adjourned the meeting at 4:34 pm.

GIAMPO – Policy Board

Tuesday, November 26, 2019

Regular Session

Item E1

MPO Financial Update

Staff Contact: Andres Gomez, MPO Program Manager

Financial Update Unified Planning Work Program

State Fiscal Year 2019 – Fourth Quarter (April 1, 2019 to June 30, 2019)

Category	Total Budget	4th Quarter Expenditure	Total Expenditure	Total Percent Expenditure
Unified Planning Work Program	\$ 11,164	\$ 2,428	\$ 11,108	100%
Transportation Improvement Program	\$ 9,769	\$ 1,479	\$ 8,987	92%
Public Participation Plan	\$ 10,873	\$ 519	\$ 6,707	62%
Short Range Studies	\$ 17,560	\$ 2,754	\$ 17,258	98%
Long Range Transportation Plan	\$ 32,934	\$ 7,899	\$ 32,321	98%
- Travel Demand Model and LRTP Update (Outside Services)	\$ 185,532	\$ -	\$ -	0%
Transit Planning	\$ 10,768	\$ 698	\$ 8,457	79%
Administration	\$ 31,245	\$ 7,720	\$ 27,027	87%
Total	\$ 309,845	\$ 23,496	\$ 111,865	36%

Work Completed for Fourth Quarter

- Presented the draft FY 2020 UPWP at the April 8 Technical Advisory Committee (TAC) meeting and May 28 Policy Board meeting. Prepared the final version of the FY 2020 UPWP and submitted the document to the Nebraska Department of Transportation (NDOT) to obtain approval.
- Presented the draft FY 2020-2024 TIP document at the April 8 TAC meeting and May 28 Policy Board meeting. Prepared the final version of the FY 2020-2024 TIP.
- Updated the crash GIS files. The crash data will be used towards the safety performance measures for CY 2020 and the Long Range Transportation Plan Update (crash data from 2014-2018).
- Prepared Amendment No. 5 to the LRTP to add three (3) NDOT projects and makes changes to current NDOT and City of Grand Island projects (i.e. project description, estimate, YOE) for consistency with FY 2020-2024 TIP and adjust the fiscal constraint of the plan to include additional anticipated federal revenue and state revenue.
- Performed scope related activities for the Travel Demand Model and Long Range Transportation project.
- Prepared meeting agenda, packet, and other material for the Policy Board meeting on May 28. Attended and participated in the April TAC meeting and the May Policy Board meeting.
- Participated and attended transportation planning related meetings.

GIAMPO – Policy Board

Tuesday, November 26, 2019

Regular Session

Item E2

Approval of MPO Targets for Safety Performance Measures

Staff Contact: Andres Gomez, MPO Program Manager

ISSUE

VOTE: MPO 2020 Targets for Safety Performance Measures

BACKGROUND

The current and previous federal transportation bills, FAST Act and MAP-21, respectively, included a series of requirements for Transportation Performance Management (TPM). 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.

Final USDOT rules related to TPM established five (5) performance measures for traffic safety (see attached fact sheet). State DOTs are required to establish safety (HSIP) targets for all five performance measures by August 31 of each year. MPOs have the option of supporting the statewide targets, or establishing their own regional targets within 180 days of the establishment of state targets. Therefore, all Nebraska MPOs must adopt safety targets by February 27 of each year.

GIAMPO adopted the state's 2019 safety performance targets set in August 2018.

GIAMPO staff recommends the support of the Nebraska Department of Transportation (NDOT) 2020 safety performance targets (see attached NDOT Safety Targets) as the most prudent and feasible alternative. The core reasons to not establishing regional targets include the following:

- Regarding midway progress towards the state's 2019 safety targets, each of the five targets was either "met" or was "better than baseline"
- Need to determine the methodology to estimate annual vehicle miles traveled (VMT) for all public roads within the GIAMPO metropolitan planning area from 2013 to 2018, if GIAMPO would establish rate targets
- Need to process the accident data within the GIAMPO metropolitan planning area from 2009 to 2012 to determine the 5-year rolling average for 2013, 2014, 2015, and 2016 on the five performance measures for comparative purposes and to determine a baseline, if GIAMPO would establish targets

POLICY CONSIDERATIONS/DISCUSSION

With supporting the statewide 2020 targets, GIAMPO is agreeing to plan and program projects in a manner that contributes towards the accomplishment of the NDOT safety targets. These targets will ultimately be integrated into the GIAMPO Long Range Transportation Plan and Transportation Improvement Program.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

Approve to support state targets as the MPO 2020 safety performance targets for the GIAMPO metropolitan planning area.

STAFF CONTACTS

Andres Gomez

2020 Safety Targets for Nebraska Department of Transportation

The Nebraska Department of Transportation (NDOT) recommends the following safety targets for the state. Safety performance measures are defined in accordance with the final USDOT rule on Safety Performance Measures, authorized by 23 CFR Part 490.

NEBRASKA HSIP PERFORMANCE MEASURES - Baseline 2018 - Target Goal 2020						
HSIP PERFORMANCE MEASURE	Projected 2016-2020 Actual Avg.	Projected 2016-2020 Rolling Avg.	2018 Yearend Actual Values	5-Year Rolling Average		
				NDOT Target 2016-2020 ^A	Actual 2016-2020 ^B	Baseline 2014-2018 ^C
Number of Fatalities	226.2	244.0	230.0	239.0*		229.4
Fatality Rate	1.026	1.163	1.095	1.140*		1.119
Number of Serious Injuries	1,322.4	1,441.6	1,394.0	1,442.0		1,520.0
Serious Injury Rate	5.935	6.803	6.639	6.803		7.423
Number of Non-motorized Fatalities and Serious Injuries	126.2	132.6	127.0	133.0		135.8

*Selected target based on a reduction of the current increasing trend by 2%

(A) Calendar Year (CY) 2020 Targets are established and reported in the August 31, Baseline Year HSIP Annual Report.

(B) Actual performance is the 5-year rolling average ending in the year for which the targets were established.

(C) Baseline performance is the 5-year rolling average that ends prior to the year in which the targets were established. Baseline performance is calculated in order to compare whether the actual outcome was better than the baseline performance

Below are the number of fatalities, number of serious injuries, and number of non-motorized fatalities and serious injuries within the GIAMPO metropolitan planning area (MPA) for 2013-2018 in comparison with the state and Hall County:

Number of Fatalities

Year	State	Hall County	Hall County - MPA	Merrick County - MPA	Total MPA
2013	211	6	4	0	4
2014	225	5	1	1	2
2015	246	5	3	0	3
2016	218	5	2	0	2
2017	228	11	8	0	8
2018	230	5	3	0	3

This document is exempt under discovery or admission under 23 USC § 409. Data provided by Nebraska Department of Transportation. Information relating to the GIAMPO metropolitan planning area (MPA) was determined by GIAMPO staff.

Number of Serious Injuries

Year	State	Hall County	Hall County - MPA	Merrick County - MPA	Total MPA
2013	1536	40	31	0	31
2014	1620	55	38	4	42
2015	1520	43	33	0	33
2016	1588	64	50	1	51
2017	1478	54	40	0	40
2018	1394	55	45	0	45

Number of Non-motorized Fatalities and Serious Injuries

Year	State	Hall County	Hall County - MPA	Merrick County - MPA	Total MPA
2013	141	2	2	0	2
2014	137	5	5	0	5
2015	147	3	3	0	3
2016	125	3	2	0	2
2017	143	5	5	0	5
2018	127	3	3	0	3

This document is exempt under discovery or admission under 23 USC § 409. Data provided by Nebraska Department of Transportation. Information relating to the GIAMPO metropolitan planning area (MPA) was determined by GIAMPO staff.

Metropolitan Planning Organization Safety Performance Measures Fact Sheet

Safety Performance Measures

The Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for 5 safety performance measures. This document highlights the requirements specific to MPOs and provides a comparison of MPO and State DOT responsibilities.

How do MPOs establish HSIP targets?

Coordination is the key for all stakeholders in setting HSIP targets. Stakeholders should work together to share data, review strategies and understand outcomes. MPOs must work with the State DOT. MPOs should also coordinate with the State Highway Safety Office, transit operators, local governments, the FHWA Division Office, National Highway Transportation Safety Administration (NHTSA) Regional Office, law enforcement and emergency medical services agencies, and others. By working together, considering and integrating the plans and programs of various safety stakeholders, MPOs will be better able to understand impacts to safety performance to establish appropriate HSIP targets. Coordination should start with the Strategic Highway Safety Plan (SHSP). More information on the SHSP is available at <http://safety.fhwa.dot.gov/hsip/shsp/>.

MPOs establish HSIP targets by either:

1. agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT HSIP target or
2. committing to a quantifiable HSIP target for the metropolitan planning area.

To provide MPOs with flexibility, MPOs may support all the State HSIP targets, establish their own specific numeric HSIP targets for all of the performance measures, or any combination. MPOs may support the State HSIP target for one or more individual performance measures and establish specific numeric targets for the other performance measures.

HSIP Safety Targets Established by MPOs	
1	Number of fatalities
2	Rate of fatalities
3	Number of serious injuries
4	Rate of serious injuries
5	Number of non-motorized fatalities and non-motorized serious injuries

If an MPO agrees to support a State HSIP target, the MPO would ...	If an MPO establishes its own HSIP target, the MPO would...
<ul style="list-style-type: none"> ■ Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area ■ Coordinate with the State and include the safety performance measures and HSIP targets for all public roads in the metropolitan area in the MTP (Metropolitan Transportation Plan) ■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP ■ Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets 	<ul style="list-style-type: none"> ■ Establish HSIP targets for all public roads in the metropolitan planning area in coordination with the State ■ Estimate vehicles miles traveled (VMT) for all public roads within the metropolitan planning area for rate targets ■ Include safety (HSIP) performance measures and HSIP targets in the MTP ■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP ■ Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets



U.S. Department of Transportation
Federal Highway Administration

FHWA-SA-16-084



<http://safety.fhwa.dot.gov>

Volumes for HSIP Rate Targets: MPOs that establish fatality rate or serious injury rate HSIP targets must report the VMT estimate used for such targets, and the methodology used to develop the estimate, to the State DOT. For more information on volumes for HSIP rate targets, see http://www.fhwa.dot.gov/planning/processes/tools/technical_guidance/index.cfm.

Roads addressed by MPO HSIP Targets: HSIP targets cover all public roadways within the metropolitan planning area boundary regardless of ownership or functional classification, just as State HSIP targets cover all public roads in the State.

How do MPOs with multi-State boundaries establish HSIP targets?

MPOs with multi-State boundaries must coordinate with all States involved. If an MPO with multi-State boundaries chooses to support a State HSIP target, it must do so for each State. For example, an MPO that extends into two States would agree to plan and program projects to contribute to two separate sets of HSIP targets (one for each State). If a multi-State MPO decides to establish its own HSIP target, the MPO would establish the target for the entire metropolitan planning area.

When do MPOs need to establish these targets?

States establish HSIP targets and report them for the upcoming calendar year in their HSIP annual report that is due August 31 each year. MPOs must establish HSIP targets within 180 days of the State establishing and reporting its HSIP targets. Since FHWA deems the HSIP reports submitted on August 31, MPOs must establish HSIP targets no later than February 27 of each year.

Top 5 Things to Know about MPO HSIP Safety Performance Targets	
✓	All MPOs must set a target for each of the 5 HSIP Safety Performance Measures
✓	MPOs may adopt and support the State's HSIP targets, develop their own HSIP targets, or use a combination of both
✓	MPOs must establish their HSIP targets by February 27 of the calendar year for which they apply
✓	MPO HSIP targets are reported to the State DOT
✓	MPO HSIP targets are not annually assessed for significant progress toward meeting targets; State HSIP targets are assessed annually

Where do MPOs report targets?

While States report their HSIP targets to FHWA in their annual HSIP report, MPOs do not report their HSIP targets directly to FHWA. Rather, the State(s) and MPO mutually agree on the manner in which the MPO reports the targets to its respective DOT(s). MPOs must include baseline safety performance, HSIP targets and progress toward achieving HSIP targets in the system performance report in the MTP.

Whether an MPO agrees to support a State HSIP target or establishes its own HSIP target the MPO would include in the MTP a systems performance report evaluating the condition and performance of the transportation system with respect to the safety performance targets described in the MTP including progress achieved by the MPO in achieving safety performance targets

Assessment of Significant Progress

While FHWA will determine whether a State DOT has met or made significant progress toward meeting HSIP targets, it will not directly assess MPO progress toward meeting HSIP targets. However, FHWA will review MPO performance as part of ongoing transportation planning process reviews including the Transportation Management Area certification review and the Federal Planning Finding associated with the approval of the Statewide Transportation Improvement Program.



U.S. Department of Transportation
Federal Highway Administration

FHWA-SA-16-084

Safe Roads for a Safer Future
Investment in roadway safety saves lives
<http://safety.fhwa.dot.gov>

GIAMPO RESOLUTION NO. 2019-7

Grand Island Area Metropolitan Planning Organization

A Resolution the MPO Targets for Safety Performance Measures

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

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (MAP-21) required the U.S. Secretary of Transportation to develop rules to establish a system to monitor and manage public transportation assets, to improve safety and increase reliability and performance, and to establish performance measures, and the Fixing America's Surface Transportation (FAST) Act reaffirmed this requirement; and

WHEREAS, the Highway Safety Improvement Program (HSIP) Final 23 CFR Part 490 became effective April 14, 2016 and establishes targets for five performance measures based on five-year rolling averages for:

Performance Measures
Number of Fatalities
Rate of Fatalities*
Number of Serious Injuries
Rate of Serious Injuries*
Number of Non-motorized Fatalities and Serious Injuries

*Rates are per 100 million vehicle miles traveled (VMT)

WHEREAS, the Nebraska Department of Transportation is to adopt safety performance measures in their Highway Safety Improvement Program by August 31, 2019; and

WHEREAS, the MPO Policy Board may establish safety targets by agreeing to plan and program projects that contribute toward the accomplishment of the State's targets, or establish its own targets within 180 days of the State establishing and reporting its safety targets; and

WHEREAS, the MPO Policy Board will adopt to support the 2020 targets for the Nebraska Department of Transportation; and

WHEREAS, the MPO targets for safety performance measures has been reviewed and recommended for adoption by the MPO Technical Advisory Committee (TAC), and now require official approval from the MPO Policy Board; and

NOW, THEREFORE BE IT RESOLVED, that the Policy Board of the Grand Island Area Metropolitan Planning Organization has agreed to support the Nebraska Department of

Transportation 2020 targets for safety performance measures as identified in Exhibit A.

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

Certification:

The foregoing resolution was approved by the Grand Island Area Metropolitan Planning Organization Policy Board at its regularly scheduled meeting on November 26, 2019.

By:

Attest:

Roger G. Steele, Mayor / Chairperson

John Collins, Public Works Director

Exhibit A

NEBRASKA HSIP PERFORMANCE MEASURES - Baseline 2018 - Target Goal 2020						
HSIP PERFORMANCE MEASURE	Projected 2016-2020 Actual Avg.	Projected 2016-2020 Rolling Avg.	2018 Yearend Actual Values	5-Year Rolling Average		
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GIAMPO – Policy Board

Tuesday, November 26, 2019

Regular Session

Item E3

Update on the 2025 Long Range Transportation Plan

Staff Contact: Andres Gomez, MPO Program Manager

ISSUE

GIAMPO 2045 LRTP Project Update

BACKGROUND

The Grand Island Area Metropolitan Planning Organization (GIAMPO) was designated as the Metropolitan Planning Organization (MPO) for the Grand Island, Nebraska urbanized area. The purpose of this project is to develop an update to the Metropolitan Transportation Plan (MTP), which is the current and first Long Range Transportation Plan (LRTP), Journey 2040, for the GIAMPO Metropolitan Planning Area. An update to the Long Range Transportation Plan (GIAMPO 2045 LRTP) will guide transportation investments within the GIAMPO region to the planning horizon year of 2045.

The schedule of this project is to obtain GIAMPO Policy Board approval of GIAMPO 2045 LRTP by February 2021. The project scope of services has three (3) major elements resulting in the development of an updated Long Range Transportation Plan for the GIAMPO Metropolitan Planning Area. These elements are the following: Updating the GIAMPO Travel Demand Model, Updating the GIAMPO Long Range Transportation Plan, and Public Involvement and Stakeholder Outreach. The assumptions, procedures, data, and decisions made which culminates in the successful completion of this project must be sound and clearly documented.

The following is a progress update on the Long Range Transportation Plan:

- The consultant attended in-person kick-off meeting in Grand Island with LRTP steering committee on August 5.
- The consultant has been holding bi-weekly progress calls with MPO / City staff.
- The consultant reviewed data provided by the MPO.
- The consultant has begun evaluations and draft documentation of existing system performance and begun to share drafts with staff, including:
 - Bridge and pavement condition data
 - Traffic operations (congestion and reliability)
 - Bus ridership data
- The consultant has begun other required documentation for the LRTP, including:
 - Community profile
 - Inter-regional connections (air, intercity bus, etc.)
 - Research into population projections to establish how many houses, jobs, people we're planning for by 2045.
- First public open house and focus group meetings scheduled for February.

POLICY CONSIDERATIONS/DISCUSSION

The purpose of this agenda item is to provide an update on the GIAMPO 2045 Long Range Transportation plan.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None.

STAFF CONTACTS

Andres Gomez