



GIAMPO – Technical Advisory Committee

Monday, April 8, 2019

**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 11, 2019 Technical Advisory Committee Meeting
4. Approval Recommendation of Final Draft FY 2020-2024 Transportation Improvement Program
5. Approval Recommendation of MPO Self-Certification
6. Approval Recommendation Final Draft Long Range Transportation Plan Amendment No. 5
7. Approval Recommendation of Final Draft FY 2020 Unified Planning Work Program
8. Update on the RFP for Updating the Travel Demand Model and Long Range Transportation Plan
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 8, 2019

Regular Session

Item C1

Approval of Minutes from the February 11, 2019 Technical Advisory Committee Meeting

Staff Contact: Chad Nabity

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

February 11, 2019 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
Craig Wacker, NDOT, Highway Planning Manager	Present
Ramona Schafer, Village of Alda	Absent
Charley Falmlen, City of Grand Island, Transit Program Manager	Present
Mike Olson, Central Nebraska Regional Airport	Present

Non-Voting Members in Attendance:

Brent Clark, City of Grand Island, Asst. City Administrator	Present
Allan Zafft, City of Grand Island, MPO Program Manager	Present
Shannon Callahan, City of Grand Island, Street Superintendent	Absent
Patrick Brown, City of Grand Island, Finance Director	Present
William Clingman, City of Grand Island, Asst. Finance Director	Absent
Catrina DeLosh, City of Grand Island, Public Works Admin Coordinator	Absent
Tim Golka, City of Grand Island, Project Manager	Absent
Jerry Janulewicz, City of Grand Island, City Attorney	Present
Cindy Johnson, Grand Island Area Chamber of Commerce	Absent
Mary Berlie, Grand Island Area Economic Development Corp.	Present
Justin Luther, FHWA, Transportation Planner, Realty, Civil Rights	Absent
Mark Bechtel, FTA, Community Planner	Absent
Logan Daniels, FTA, Region VII	Absent
Daniel Nguyen, FTA, Community Planner	Absent
Kaine McClelland, NDOT, State Modeler	Absent
Jeff Soula, NDOT, Local Projects Urban Engineer	Absent
Ryan Huff, NDOT, Planning and Project Development Engineer	Absent
Mark Fischer, NDOT, Assistant Planning Engineer	Present
Tomlin Bentley, Burlington Northern Santa Fe Railroad	Absent
Kyle Nodgaard, Union Pacific Railroad	Absent
Sara Thompson-Kassidy, Union Pacific Railroad	Absent
Andrea Phommaravongsa, City of Grand Island, Wastewater Secretary	Present

Call to Order

Nabity called the meeting to order at 10:05 am. The Nebraska Open Meetings Act was acknowledged.

Roll Call

Roll call was taken.

Approval of Minutes from the October 15, 2018 Technical Advisory Committee Meeting

Motion by Wahlgren to approve the minutes of the October 15, 2018 meeting, seconded by Falmlen. 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 a financial update for the Second Quarter of the State Fiscal Year 2019, which covers October 1, 2018 – December 31, 2018.

Approval of MPO Targets for Safety Performance Measures

Zafft notified the committee that the MPO must adopt safety performance measure targets by February 27, 2019, to be in compliance with the requirement to establish such within 180 days of the State DOT's measures which were adopted August 31, 2018. 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 2019, 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 area in comparison to the State and Hall County from 2012 to 2017. Olson asked how the state establishes targets. Fischer mentioned NDOT conducts a trend line analysis. .

Motioned by Ferguson to adopt the Nebraska Department of Transportation Safety Performance Targets, with Olson seconding. Upon voice vote, all voted aye. Motion adopted.

Approval of Changes to the Non-Motorized Sub-Committee of Technical Advisory Committee

Zafft notified the committee that the Non-Motorized Sub-Committee has not convened a meeting since the approval of the Bicycle and Pedestrian Master Plan. The Grand Island Walking and Biking Committee established by the Central Health District held its last meeting in September 2018, due to exhausting the grant. This meeting decided to merge the Walking and Biking Committee with the Central Community College Resiliency Committee. At the November 2018 Resiliency Committee meeting, it was proposed to expand the Non-Motorized Sub-Committee to include the members of the Walking and Biking Committee instead of merging the Walking and Biking Committee and Resiliency Committee, and the Non-Motorized Sub-Committee begin meeting again. Berlie asked what the committee goals would be. Zafft stated it would be for walkability. Falmlen wanted to know who the members of the committee would be. Zafft mentioned it includes a cross-section of the community. Wacker stated there would be state funding every three years and that having a committee is beneficial and suggested meeting quarterly. Collins would like to reestablish quarterly meetings to discuss status of the system and to recommend projects for funding. He also stated that a written report of the Non-Motorized Sub-Committee work to the TAC would suffice in place of a Non-Motorized Sub-Committee member attending a TAC meeting.

Motioned by Collins to adopt changes to the Non-Motorized Committee, with Olson seconding. Upon voice vote, all voted aye. Motion adopted.

Update on LRTP Amendment No. 5 and RFP for LRTP Update

Zafft provided an update on proposed Amendment No. 5 to the Long Range Transportation Plan (LRTP). No comments were received during the public comment period from October 17, 2018 to November 16, 2018. Amendment No. 5 did not go to the November Policy Board meeting for approval due to the passing of the City of Grand Island's half cent sales tax increase. As a result, Amendment No. 5 needs to be redone relating to the highway financial projections and project listing. This amendment is on hold until Zafft receives further direction from the City of Grand Island staff.

The LRTP was approved in April 2016. It is federally required to update the LRTP every 5 years since the GIAMPO planning area is in attainment for air quality. A Request for Proposals was released to hire a consultant to assist with updating the GIAMPO Travel Demand Model and LRTP.

Approval Recommendation of Final Draft Amendment No. 1 to FY 2019 Unified Planning Work Program

Zafft informed the committee the purpose of the Unified Planning Work Program (UPWP) is to provide the citizens of the GIAMPO and all partnering governing bodies with an outline of the

MPO's planned work activities for the State fiscal year. The proposed Amendment No. 1 combines the professional services for updating the Travel Demand Model and the LRTP; changes the LRTP budget and total UPWP budget; and revises the distribution of costs by Work Element within the LRTP. Amendment No. 1 changes the budget for the LRTP from \$192,933.80 to \$218,466.55, with the total UPWP budget increasing from \$284,312.39 to \$309,845.14.

Motioned by Olson to adopt the Final Draft Amendment No. 1 to FY 2019 Unified Planning Work Program, with Ferguson seconding. Upon voice vote, all voted aye. Motion adopted.

Next Meeting Date

The next meeting of the TAC will be on April 8, 2019 at 10:00 am.

Adjournment

There being no further business, Nabity adjourned the meeting at 10:53 am.

Technical Advisory Committee

Monday, April 8, 2019

Regular Session

Item H1

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

Staff Contact: Allan Zafft, MPO Program Manager

ISSUE

VOTE: Draft FY 2020-2024 Transportation Improvement Program

BACKGROUND

The Grand Island Area Metropolitan Planning Organization (GIAMPO) staff has prepared the FY 2020-2024 Transportation Improvement Program (TIP) 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 2020-2024.

The Draft FY 2020-2024 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.

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.

POLICY CONSIDERATIONS/DISCUSSION

GIAMPO's Public Participation Plan requires that the Draft FY 2020-2024 TIP be released for public review and comment prior to Policy Board adoption.

The Draft FY 2020-2024 TIP is financially constrained, and it is consistent with the proposed Amendment No. 5 to the Long Range Transportation Plan.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

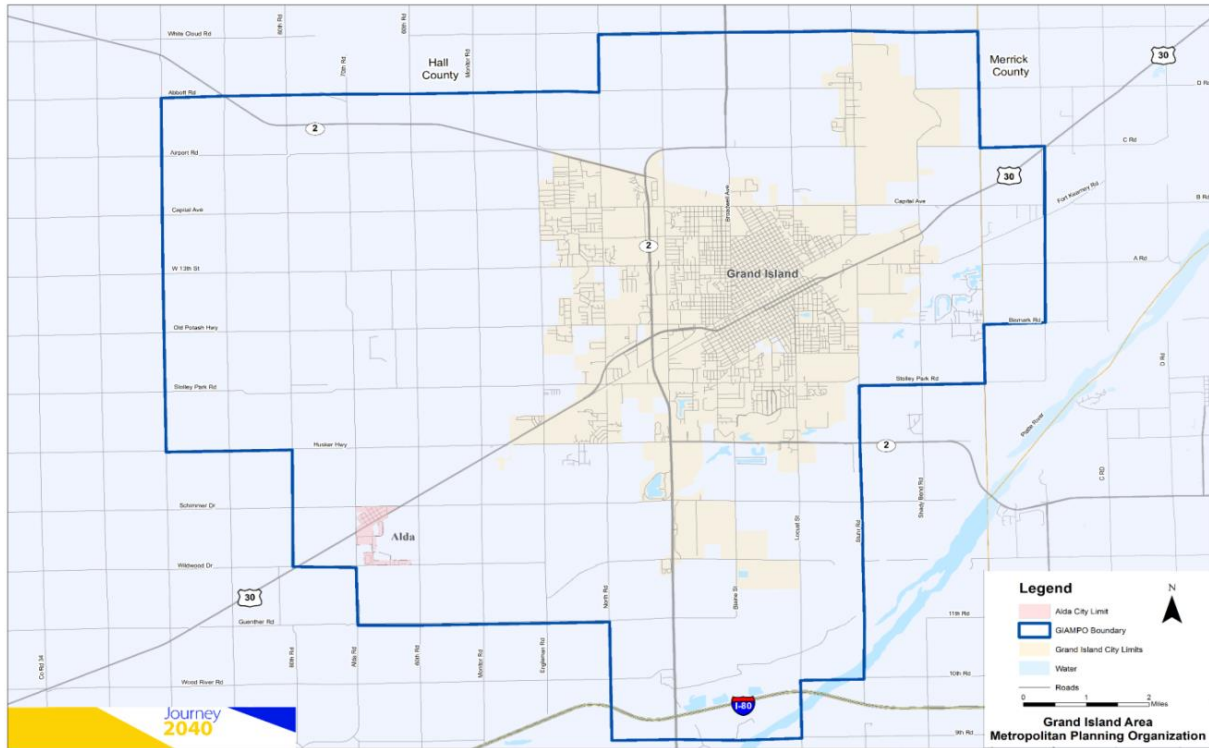
Approve Draft FY 2020-2024 TIP and release it for public review and comment.

STAFF CONTACT

Allan Zafft

Transportation Improvement Program Fiscal Years 2020 – 2024

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 2019

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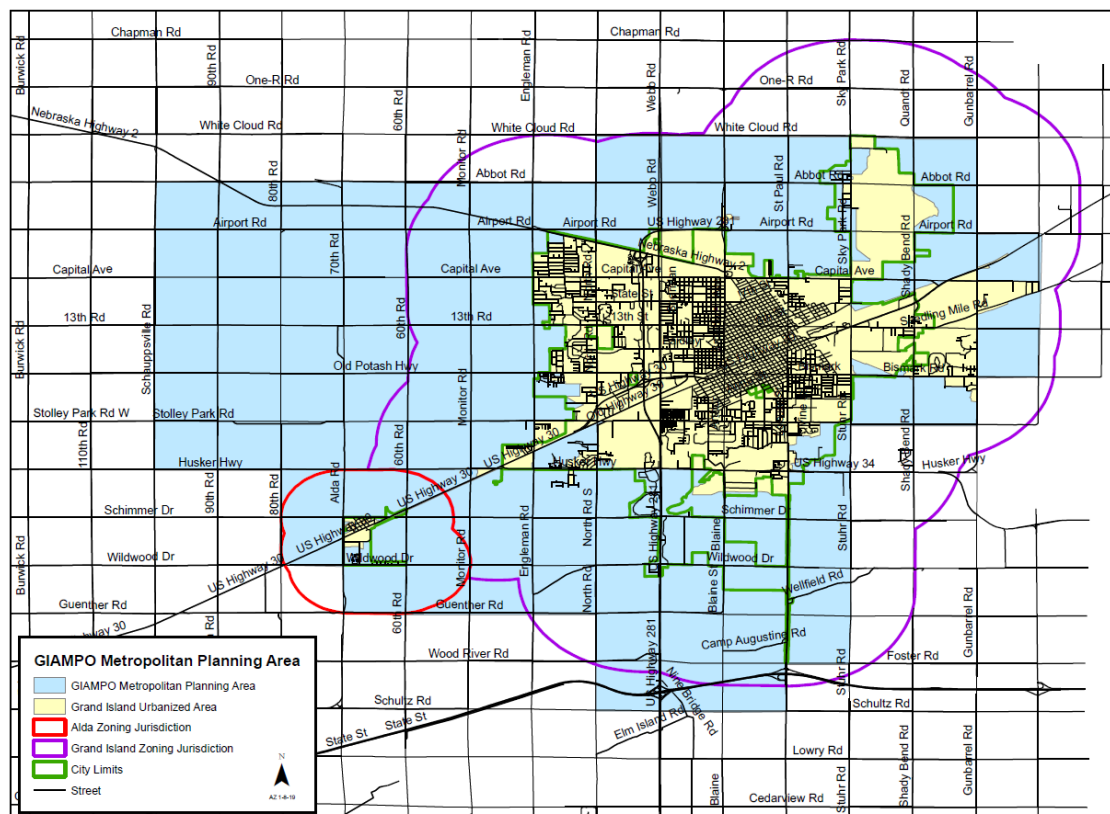
Acronyms

AC	Advanced Construction
CMAQ	Congestion Mitigation and Air Quality Program
DOT	Department of Transportation
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
TAM	Transit Asset Management
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 (MPA) 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 2020–2024. 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 Technical Advisory Committee 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

Roger G. Steele, Mayor	City of Grand Island
Jason Conley, Councilman	City of Grand Island
Julie Hehnke, Councilwoman	City of Grand Island
Clay Schutz, Councilman	City of Grand Island
Ron Peterson, 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

Brent Clark, 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
Craig Wacker, 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, Transportation Program Specialist	Federal Transit Administration - VII
Daniel Nguyen, Community Planner	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
Bentley Tomlin	Burlington Northern Santa Fe Railroad
Cindy Johnson	Grand Island Chamber of Commerce
Mary Berlie	Grand Island Area Economic Development Corporation
Patrick Brown, Finance Director	City of Grand Island
Shannon Callahan, Street Superintendent	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 2019-2020, 2020-2021, 2021-2022, 2022-2023 and 2023-2024. 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 two (2) projects for highway resurfacing, one (1) project for repairs/overlays to three US-30 bridges, and construction of a 4-lane divided roadway on new alignment for a section of US-30. The City of Grand Island is programming one (1) project programmed for safety and operational improvements at the Broadwell Avenue, State Street, and Eddy Street intersection and one (1) project to widen a section of Old Potash Highway.

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 14.

Public Involvement Process

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

National Performance Management Measures

With the passing of MAP-21 transportation bill, and continuing in the FAST Act, State departments of transportations (State DOT) and MPOs are required to use a performance based planning and programming approach as part of the Transportation Performance Management (TPM) program. TPM is defined as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.

As part of TPM, FHWA and FTA issued Final Rules that include National Performance Management Measures at the system level that the State DOTs and MPOs are required to incorporate into their planning processes. The applicable National Performance Management Measures to MPOs include the following:

- **Safety (PM-1).** Highway Safety Improvement Program/Safety Performance Management Measures [23 CFR § 924, 23 CFR § 490]
- **Infrastructure (PM-2).** Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program [23 CFR § 490]
- **System Performance (PM-3).** Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program [23 CFR § 490]
- **Transit Asset Management (TAM)** is established to evaluate the state of good repair of transit provider capital assets for safety and operations [49 CFR § 625, 630].

Each of the above National Performance Management Measures consists of a series of performance measures and corresponding target setting requirements. When State DOTs and/or transit providers have set targets, MPOs 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 and/or transit providers.

Safety

FHWA published the Highway Safety Improvement Program and Safety Performance Management Measures (PM-1) Final Rules in the Federal Register on March 15, 2016. The Safety Performance Management Measures rule supports the Highway Safety Improvement Program (HSIP), as it establishes five safety performance measures to carry out the HSIP and to assess serious injuries and fatalities on all public roads. State DOTs are required to establish safety (HSIP) targets for all five performance measures by August 31 of each year.

GIAMPO has agreed to support the state's annual (CY 2019) safety performance targets set in August 2018. The targets are:

Performance Measure	Target
Number of Fatalities	239
Rate of Fatalities per 100 million vehicle miles traveled (VMT)	1.18
Number of Serious Injuries	1540
Rate of Serious Injuries per 100 million VMT	7.5
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	140

GIAMPO supports these targets by reviewing and programming HSIP projects within the Metropolitan Planning Area. 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.

Infrastructure

Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program (PM-2) was identified in the FHWA Final Ruling published in the Federal Register on January 18, 2017 (82 FR 5886). This rule establishes six performance measures to assess the condition of pavement and bridges on the National Highway System (NHS) to carry out the National Highway Performance Program. State DOTs are required to establish pavement and bridge condition targets by May 20 every four years.

GIAMPO has agreed to support the state's 4-year performance period (CY 2018-2021) pavement and bridge performance targets set in May 2018. The targets are:

Performance Measure	Target
% of Interstate pavements in Good condition	At least 50%
% of Interstate pavements in Poor condition	No more than 5%
% of non-Interstate NHS pavements in Good condition	At least 40%
% of non-Interstate NHS pavements in Poor Condition	No more than 10%
% of NHS bridges by deck area classified as in Good condition	At least 55%
% of NHS bridges by deck area classified as in Poor condition	No more than 10%

GIAMPO will review and program pavement and bridge projects within the Metropolitan Planning Area to contribute toward the accomplishment of these targets.

System Performance

Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (PM-3) was identified in the FHWA Final Ruling, published in the Federal Register on January 18, 2017 (82 FR 5970). This rule establishes performance measures to assess the performance of the Interstate and non-Interstate NHS to carry out the National Highway Performance Program, freight movement on the Interstate system to carry out the National Highway Freight Program, and traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation

and Air Quality Improvement (CMAQ) Program. There are two performance measures to assess system performance of the NHS, one performance measure to assess freight movement on the Interstate system, two performance measures to assess traffic congestion under the CMAQ program, and one performance measure to assess total emissions reductions by applicable pollutants under the CMAQ program. State DOTs are required to establish system performance, freight, and CMAQ targets by May 20 every four years.

GIAMPO has agreed to support the state's 4-year performance period (CY 2018-2021) system performance and freight performance targets set in May 2018 (Nebraska exempt from CMAQ measures this performance period). The targets are:

Performance Measure	Target
% of Person-Miles Traveled on the Interstate that are Reliable	98.9%
% of Person-Miles Traveled on the non-Interstate NHS that are Reliable	92.6%
Freight Reliability	1.10

GIAMPO will review and program system performance and freight projects within the Metropolitan Planning Area to contribute toward the accomplishment of these targets.

Transit Asset Management

FTA issued a Final Rule on transit asset management (TAM) plans to evaluate the state of good repair of transit provider capital assets for safety and operations. Recipients of public transit funds—which include states, local authorities, and public transportation operators—are required to establish targets for state of good repair performance measures; to develop transit asset management and transit safety plans; and to report on their progress toward achieving targets. Public transportation operators are directed to share information with MPOs and states so that all plans and performance reports are coordinated.

The Rule, “Transit Asset Management; National Transit Database,” went into effect on July 26, 2016 with the TAM plan due for transit by October 1, 2018. Transit target setting repeats annually and plans are updated every four years. The City of Grand Island (transit provider) participates in a group TAM plan, which is sponsored by NDOT. GIAMPO has agreed to establish state of good repair performance targets, which are the same targets established by NDOT and the City of Grand Island. NDOT set its targets on January 1, 2017, and the City of Grand Island set its targets on May 23, 2017. The targets are:

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

GIAMPO supports these targets by reviewing and programming transit projects relating to capital assets within the Metropolitan Planning Area.

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 2020-2024
Financial Constraint Projects
(\$1,000's)

Federal Highway Administration	2020	2021	2022	2023	2024	Total
National Highway Performance Program (NHPP)	\$0	\$11,059	\$2,183	\$0	\$0	\$13,242
Highway Safety Improvement Program (HSIP)	\$406	\$982	\$0	\$0	\$0	\$1,388
Earmark (EM)	\$0	\$0	\$0	\$0	\$0	\$0
Nebraska Department of Transportation	\$2,824	\$7,294	\$20,915	\$0	\$0	\$31,033
City of Grand Island	\$2,372	\$10,652	\$7,174	\$0	\$0	\$20,198
	\$5,602	\$29,987	\$30,272	\$0	\$0	\$65,861

Federal Transit Administration	2020	2021	2022	2023	2024	Total
Section 5307	\$498	\$534	\$1,297	\$0	\$0	\$2,329
Section 5311	\$21	\$21	\$61	\$0	\$0	\$103
Section 5339	\$0	\$0	\$0	\$0	\$0	\$0
Nebraska Department of Transportation	\$9	\$9	\$14	\$0	\$0	\$32
City of Grand Island	\$360	\$375	\$569	\$0	\$0	\$1,304
Hall County	\$9	\$9	\$14	\$0	\$0	\$32
	\$897	\$948	\$1,955	\$0	\$0	\$3,800

NOTE: The financial table above illustrates the identified funding for the projects included in the tables for FY 2020-2024.

**Grand Island Area Metropolitan Planning Organization
Transportation Improvement Program
FY 2020-2024**

Appendix A – Highway Projects

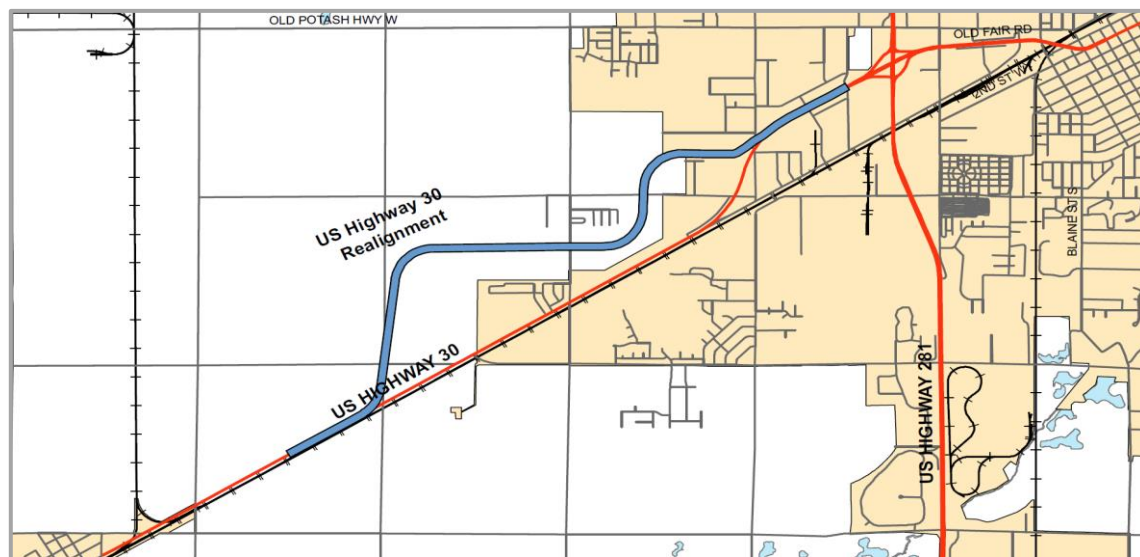
**Grand Island Area Metropolitan Planning Organization
Transportation Improvement Program for FY 2020-2024
State Agency Sponsored Projects**

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

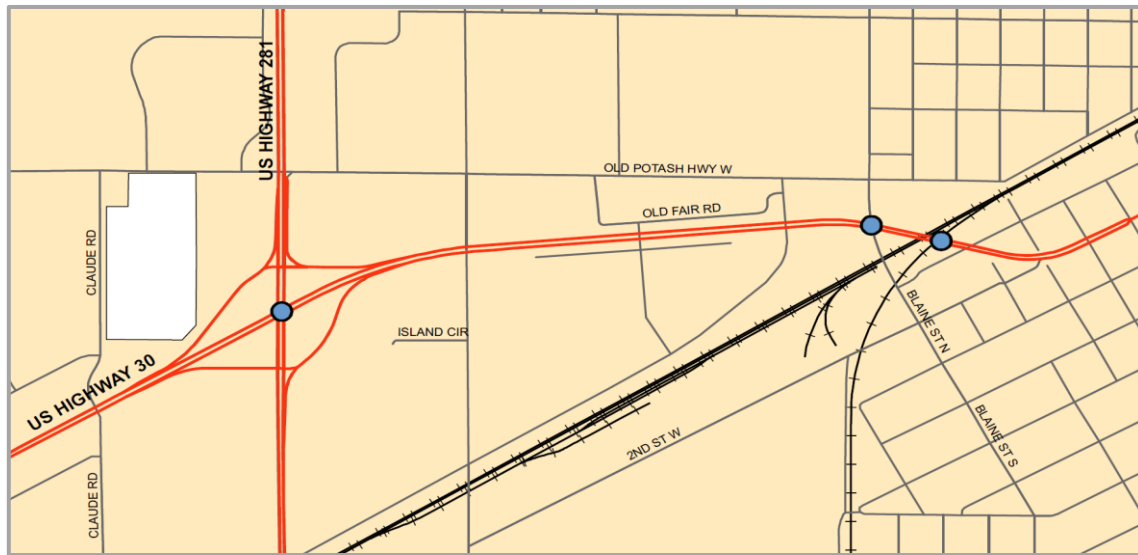
A/Q Status: Exempt

<u>YOE</u>	<u>Phase</u>	<u>Fund Type</u>	<u>Fund Description</u>	<u>Estimate (\$1,000)</u>
2020	PE	Local	Grand Island	\$191
2020	PE	State	NDOT	\$2,126
2021	ROW	Local	Grand Island	\$508
2021	ROW	State	NDOT	\$3,863
2022	CONST/CE	Local	Grand Island	\$2,199
2022	CONST/CE	State	NDOT	\$20,369
Total Project Estimate				\$29,256

Notes:

**Grand Island Area Metropolitan Planning Organization
Transportation Improvement Program for FY 2020-2024
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, 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 Grant St), RP - 313.66

Length (SLM): 0.4

Project Sponsor: NDOT

District #: 4

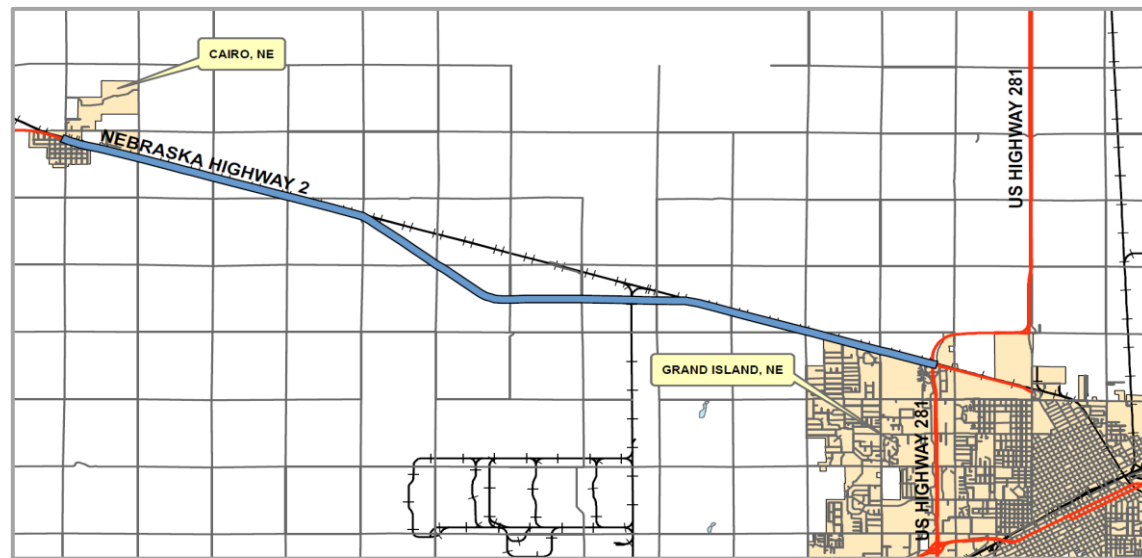
A/Q Status: Exempt

<u>YOE</u>	<u>Phase</u>	<u>Fund Type</u>	<u>Fund Description</u>	<u>Estimate (\$1,000)</u>
2019	PE	State	NDOT	\$247
2020	ROW	State	NDOT	\$27
2021	CONST/CE	Local	Grand Island	\$227
2021	CONST/CE	Federal	NHPP	\$3,767
2021	CONST/CE	State	NDOT	\$869
Total Project Estimate				\$5,137

Notes: PE in YOE 2019 is not reflected in Financial Constraint Table. This project is in progress.

**Grand Island Area Metropolitan Planning Organization
Transportation Improvement Program for FY 2020-2024
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

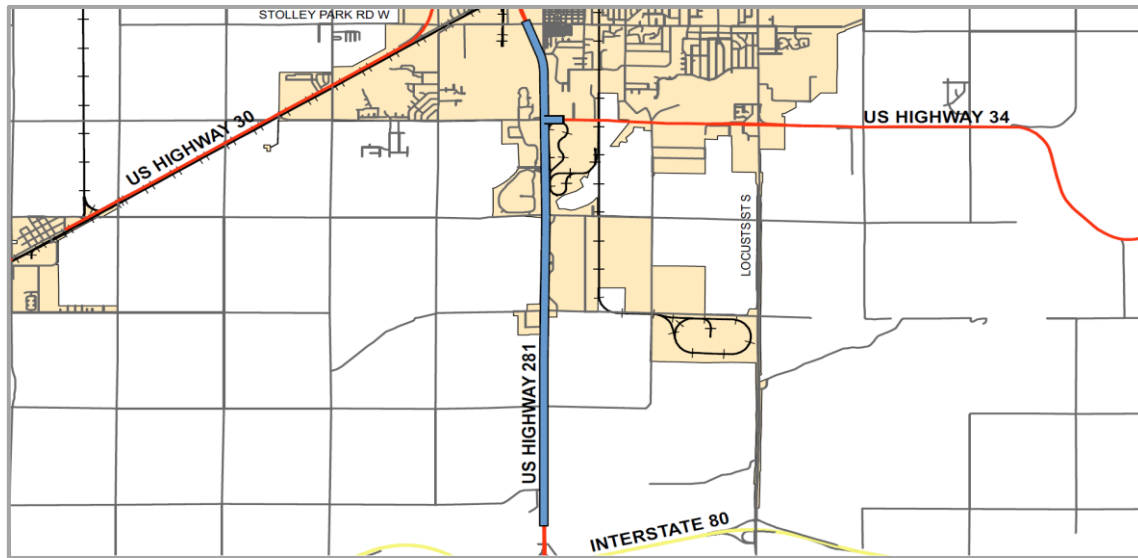
A/Q Status: Exempt

<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: PE in YOE 2019 is not reflected in Financial Constraint Table. This project is in progress.

**Grand Island Area Metropolitan Planning Organization
Transportation Improvement Program for FY 2020-2024
State Agency Sponsored Projects**

TIP #: 2020-001 **State ID:** 42819 **Project #:** NH-34-4(134) **Project Name:** In Grand Island & South (SB)



Description

Resurfacing

HWY: US-34

Location: US-34 from 2.2 mi south of Grand Island north to N Jct US-281 / W Jct N-2, RP - 226.74

Length (SLM): 5.4

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>
2021	PE	State	NDOT	\$1
2022	CONST/CE	Federal	NHPP	\$2,183
2022	CONST/CE	State	NDOT	\$546
Total Project Estimate				\$2,730

Notes:

**Grand Island Area Metropolitan Planning Organization
Transportation Improvement Program for FY 2020-2024
State Agency Sponsored Projects**

TIP #: 2020-002 **State ID:** 42891 **Project #:** MISC-40(65) **Project Name:** District 4 Wetland Bank



Description

Survey, design, construct and monitor a wetland mitigation site

HWY:

Location: Adjacent to existing Mormon Island Mitigation Bank, RP - 0.00

Length (SLM): 0.0

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>
2020	PE	State	NDOT	\$4
2021	CONST/CE	State	NDOT	\$899
Total Project Estimate				\$903

Notes:

**Grand Island Area Metropolitan Planning Organization
Transportation Improvement Program for FY 2020-2024
State Agency Sponsored Projects**

TIP #: 2020-003 **State ID:** 42894 **Project #:** ELEC-80-6(1047) **Project Name:** West Grand Island Interchange



Description

Build new high mast lighting towers, install buried cable & control boxes

HWY: I-80

Location: I-80 at the Grand Island Interchange, RP - 311.50

Length (SLM): 1.5

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	\$3
2020	CONST/CE	State	NDOT	\$657
Total Project Estimate				\$660

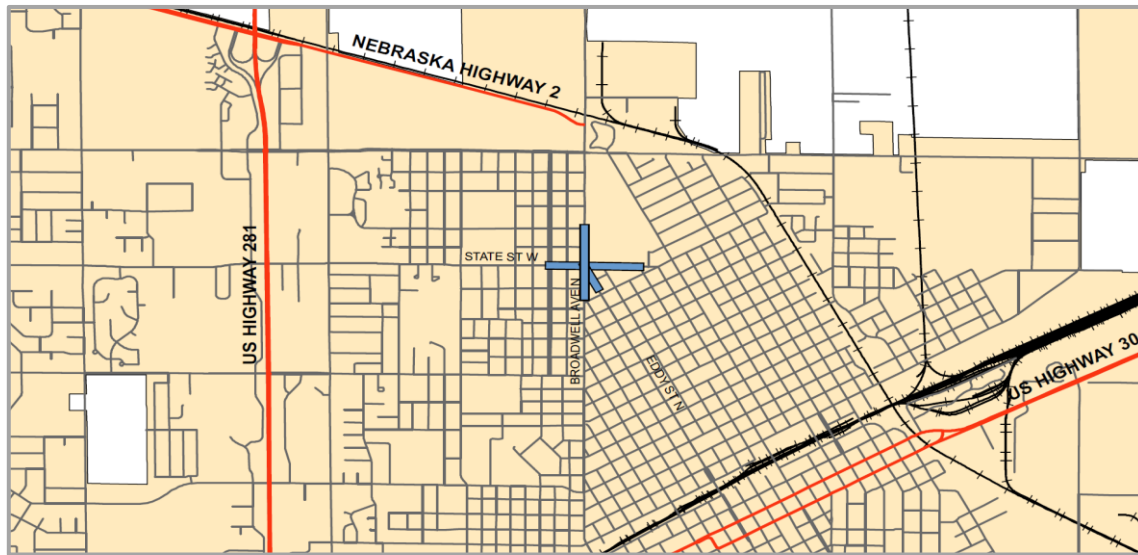
Notes: PE in YOE 2019 is not reflected in Financial Constraint Table. This project is in progress.

Status of Previous Years for State Agency Sponsored Projects

Project Sponsor	TIP ID	Project Name	Location	Description	YOE	Phase	Funding Description	Estimate (\$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	2017	PE	NDOT	\$45	Complete
					2018	CONST/CE	NHPP	\$11,396	
					2018	CONST/CE	NDOT	\$1,267	
NDOT	2016-004	US-281 West, Grand Island	US-30 from 1.4 mi west of Grand Island to 0.4 mi west of US-281. Begin RP - 308.64	4 lane divided roadway on new alignment	2018	PE	Grand Island	\$158	PE delayed to YOE 2020, ROW delayed to YOE 2021 and CONST/CE delayed to YOE 2022. Estimate revised
					2018	PE	NDOT	\$2,096	
					2019	ROW	Grand Island	\$508	
					2019	ROW	NDOT	\$3,863	
					2019	CONST/CE	Grand Island	\$1,525	
					2019	CONST/CE	NDOT	\$22,543	
NDOT	2016-008	In Grand Island Bridges	Three US-30 Bridges in Grand Island (Jct US-30/US-281/N-2 bridge and from Old Lincoln Hwy to Grant St), RP - 313.66	3-bridge repair/overlays, sealing, approach slabs, mill, resurface roadway	2019	PE	NDOT	\$227	ROW moved to YOE 2020 and CONST/CE moved to YOE 2021. Estimate revised
					2021	ROW	NDOT	\$5	
					2022	CONST/CE	Grand Island	\$60	
					2022	CONST/CE	NHPP	\$3,420	
					2022	CONST/CE	NDOT	\$936	
NDOT	2018-001	Cairo - Grand Island	N-2 from Cairo southeast to US-281 in Grand Island, RP - 343.73	Resurfacing	2019	PE	NDOT	\$53	No change
					2020	ROW	NDOT	\$10	
					2021	CONST/CE	Grand Island	\$198	
					2021	CONST/CE	NHPP	\$7,292	
					2021	CONST/CE	NDOT	\$1,662	

**Grand Island Area Metropolitan Planning Organization
Transportation Improvement Program for 2020-2024
Local Agency Sponsored Projects**

TIP #: 2018-003 **State ID:** 42863 **Project #:** HSIP-5409(3) **Project Name:** 5-Points Intersection Improvements



Description

Intersection Improvements

HWY: Broadwell Avenue

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

Length (SLM): 0.4

Project Sponsor: Grand Island

District #: 4

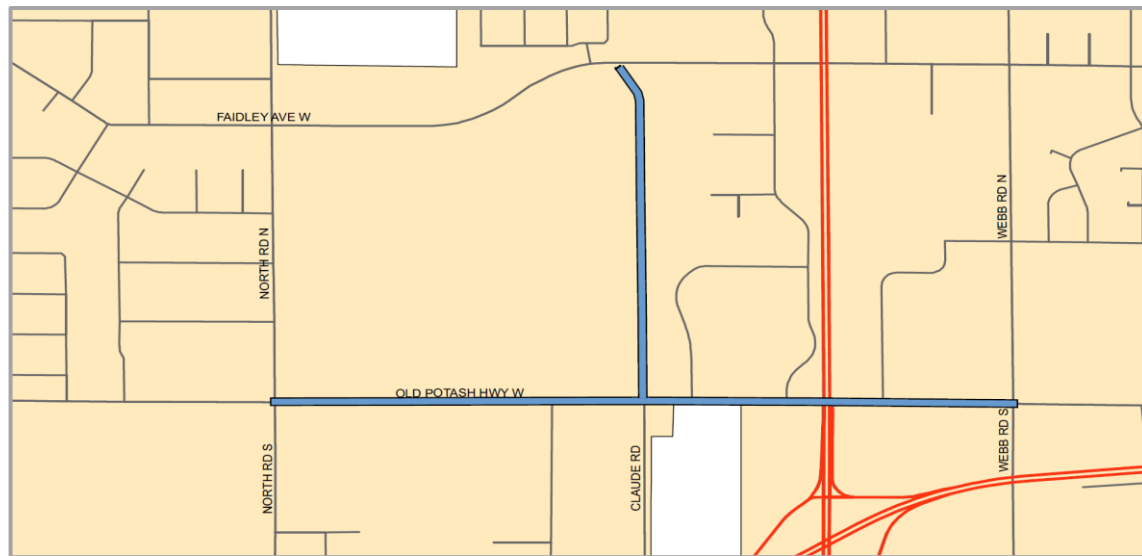
A/Q Status: Exempt

<u>YOE</u>	<u>Phase</u>	<u>Fund Type</u>	<u>Fund Description</u>	<u>Estimate (\$1,000)</u>
2019	PE	Local	Grand Island	\$78
2019	PE	Federal	HSIP	\$312
2020	ROW	Local	Grand Island	\$101
2020	ROW	Federal	HSIP	\$406
2021	CONST/CE	Local	Grand Island	\$557
2021	CONST/CE	Federal	HSIP	\$982
Total Project Estimate				\$2,436

Notes: PE in YOE 2019 is not reflected in Financial Constraint Table. This project is in progress.

**Grand Island Area Metropolitan Planning Organization
Transportation Improvement Program for 2020-2024
Local Agency Sponsored Projects**

TIP #: 2020-004 **State ID:** **Project #:** **Project Name:** Old Potash Highway Improvements



Description

Widening and Intersection Improvements, including an extension of Claude Road

HWY: Old Potash Highway

Location: Old Potash Highway from North Road to Webb Road and Claude Road from Old Potash Highway to Faidley Ave

Length (SLM): 1.8

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	\$1,713
2020	ROW	Local	Grand Island	\$2,080
2021	CONST/CE	Local	Grand Island	\$9,162
2022	CONST/CE	Local	Grand Island	\$4,975
Total Project Estimate				\$17,930

Notes: PE in YOE 2019 is not reflected in Financial Constraint Table. This project is in progress.

Status of Previous Years for Local Agency Sponsored Projects

Project Sponsor	TIP ID	Project Name	Location	Description	YOE	Phase	Funding Description	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	2017	PE	Grand Island	\$16	Under construction
					2017	PE	HSIP	\$144	
					2018	CONST/CE	Grand Island	\$1,115	
					2018	CONST/CE	HSIP	\$124	
Grand Island	2018-003	5-Points Intersection Improvements	Broadwell Avenue, State Street, and Eddy Street intersection	Intersection Improvements	2019	PE	Grand Island	\$44	ROW delayed to YOE 2020 and CONST/CE delayed to YOE 2021. Estimate revised
					2019	PE	HSIP	\$175	
					2019	ROW	Grand Island	\$101	
					2019	ROW	HSIP	\$406	
					2021	CONST/CE	Grand Island	\$420	
					2021	CONST/CE	HSIP	\$1,119	

**Grand Island Area Metropolitan Planning Organization
Transportation Improvement Program
FY 2020-2024**

Appendix B – Transit Projects

Grand Island Area Metropolitan Planning Organization
Transportation Improvement Program for FY 2020-2024
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	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>
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., 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	\$498	
2020	OPR	Local	Grand island	\$360 *	
2021	OPR	Federal	5307	\$494	
2021	OPR	Local	Grand island	\$365 *	
2022	OPR	Federal	5307	\$505	
2022	OPR	Federal	Grand island	\$371 *	
Total Project Estimate				\$3,287	

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 2019 is not reflected in Financial Constraint Table. This project is in progress.

YOE 2020: FTA 5307 - \$498 (Operating - \$314, Bus Support Equipment/Facilities - \$50, Other Capital Items (Bus) - \$134) and Local - \$360 (Operating - \$314, Bus Support Equipment/Facilities - \$13, Other Capital Items (Bus) - \$33)

YOE 2021: FTA 5307 - \$494 (Operating - \$322, Bus Support Equipment/Facilities - \$33, Other Capital Items (Bus) - \$139) and Local - \$365 (Operating - \$322, Bus Support Equipment/Facilities - \$8, Other Capital Items (Bus) - \$35)

YOE 2022: FTA 5307 - \$505 (Operating - \$327, Bus Support Equipment/Facilities - \$36, Other Capital Items (Bus) - \$142) and Local - \$371 (Operating - \$327, Bus Support Equipment/Facilities - \$9, Other Capital Items (Bus) - \$35)

* 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 for FY 2020-2024
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	\$21	
2020	OPR	State	NDOT	\$9	
2020	OPR	Local	Hall County	\$9	
2021	OPR	Federal	5311	\$21	
2021	OPR	State	NDOT	\$9	
2021	OPR	Local	Hall County	\$9	
2022	OPR	Federal	5311	\$21	
2022	OPR	State	NDOT	\$9	
2022	OPR	Local	Hall County	\$9	
Total Project Estimate				\$149	

Notes: YOE 2019 is not reflected in Financial Constraint Table. This project is in progress.

**Grand Island Area Metropolitan Planning Organization
Transportation Improvement Program for FY 2020-2024
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>	Description: Facility planning and acquisition of facility for transit operations and vehicle storage
2021	PLANNING	Federal	5307	\$40	
2021	PLANNING	Local	Grand Island	\$10	
2022	PLANNING	Federal	5307	\$32	
2022	PLANNING	Local	Grand Island	\$8	
2022	CAP	Federal	5307	\$760	
2022	CAP	Local	Grand Island	\$190	
2022	CAP	Federal	5311	\$40	
2022	CAP	State	NDOT	\$5	
2022	CAP	Local	Hall County	\$5	
Total Project Estimate				\$1,090	

Notes:

Status of Previous Years for Local Agency Sponsored Projects

Project Sponsor	TIP ID	Project Name	Location	Description	YOE	Phase	Funding Description	Federal (\$1,000)	Status
Grand Island	2016-001	Operations - Urban Transit Operating Assistance	Grand Island Urbanized Area	Operating assistance for transit services in the Grand Island Urbanized Area	2018	OPR	5307	\$459	Complete
					2018	OPR	Grand Island	\$317	
Hall County	2016-002	Operations - Rural Transit Operating Assistance	Areas outside of the Grand Island Urbanized Area in Hall County	Operating assistance for transit services in areas outside of the Grand Island Urbanized Area	2018	OPR	5311	\$19	Complete
					2018	OPR	NDOT	\$6	
					2018	OPR	Hall County	\$6	
Grand Island	2018-002	Vehicle Replacement	Grand Island Urbanized Area	Replace two buses	2018	CAP	5339	\$104	Complete
					2018	CAP	Grand Island	\$26	
Grand Island	2019-001	Operations - Urban Transit Operating Assistance	Grand Island Urbanized Area	Operating assistance for transit services in the Grand Island Urbanized Area	2019	OPR	5307	\$408	YOE 2019 in progress. Estimate revised for YOE 2020 and YOE 2021. Estimate added for YOE 2022
					2019	OPR	Grand Island	\$286	
					2020	OPR	5307	\$416	
					2020	OPR	Grand Island	\$292	
					2021	OPR	5307	\$429	
					2021	OPR	Grand Island	\$303	
Grand Island	2019-002	Operations - Rural Transit Operating Assistance	Areas outside of the Grand Island Urbanized Area in Hall County	Operating assistance for transit services in areas outside of the Grand Island Urbanized Area	2019	OPR	5311	\$18	YOE 2019 in progress. Estimate revised for YOE 2020 and YOE 2021. Estimate added for YOE 2022
					2019	OPR	NDOT	\$7	
					2019	OPR	Hall County	\$7	
					2020	OPR	5311	\$18	
					2020	OPR	NDOT	\$7	
					2020	OPR	Hall County	\$7	
					2021	OPR	5311	\$19	
					2021	OPR	NDOT	\$8	
Grand Island	2019-003	Transit Facility	Grand Island Urbanized Area	Facility planning and acquisition of facility for transit operations and vehicle storage	2020	PLANNING	5307	\$38	PLANNING delayed to YOE 2021 and CAP delayed to 2022. Estimated revised
					2020	PLANNING	Grand Island	\$10	
					2021	CAP	5307	\$760	
					2021	CAP	Grand Island	\$190	

**Grand Island Area Metropolitan Planning Organization
Transportation Improvement Program
FY 2020-2024**

**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:

Roger Steele, 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 2020-2024**

Appendix D – Comments

Technical Advisory Committee

Monday, April 8, 2019

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 2020-2024 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 CONTACT

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;**
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:

Roger Steele, 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 8, 2019

Regular Session

Item H3

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

Staff Contact: Allan Zafft, MPO Program Manager

ISSUE

VOTE: Draft Amendment No. 5 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.

In October 2018, the Technical Advisory Committee approved the proposed Amendment No. 5 to the LRTP, which included entailed the following revisions to the plan:

- Highway financial projections (revenues and expenditures) in Chapter 7, Chapter 9, and Appendix C
- Fiscally Constrained Project Plan and Illustrative Project Plan in Chapter 9
- Environmental Justice section in Chapter 8
- Environmental Justice impacts for individual projects in Appendix F
- Figure 8-2 map (Proposed Projects with Flood Zones, Wetlands, and Public Use Areas) in Chapter 8
- Performance Management section (now called 3.4 National Performance Management Measures) in Chapter 3

Amendment No. 5 did not go to the November 2018 Policy Board meeting for approval due to the passing of the City of Grand Island's half cent sales tax increase. As a result, majority of the revisions in this amendment will need to be revised such as the highway financial projections, Fiscally Constrained Project, and Illustrative Project Plan. GIAMPO staff is on hold to make these revisions until further direction from the City of Grand Island. These revisions will likely occur in LRTP Amendment No. 6.

The revised proposed Amendment No. 5 to the LRTP makes the below project changes and adjusts the fiscal constraint of the plan to include additional anticipated federal revenue and state revenue.

- State ID 41704 – US-281 West, Grand Island
 - Changing the project total estimate from \$30,693 million to \$29,256 (no federal-aid)
- State ID 42776 – In Grand Island Bridges
 - Changing the project federal-aid amount from \$3,420 million to \$3,767 million and the project total estimate from \$4,648 million to \$5,137 million

- State ID 42819 – In Grand Island & South (SB)
 - Adding a new project with a project total estimate of \$2,730 million (no federal-aid)
- State ID 42891 – District 4 Wetland Bank
 - Adding a new project with a project total estimate of \$903 thousand (no federal-aid)
- State ID 42894 – West Grand Island Interchange
 - Adding a new project with a project total estimate of \$660 thousand (no federal-aid)
- State ID 42863 – 5-Points Intersections Improvements
 - Identifying a specific intersection improvement project with a project federal amount of \$1,700 million and a project total estimate of \$2,436 million. This project was original included with Intersection Improvements (Project Name) under the GIAMPO Project Listing 2026-2040.
- Project ID B-2a – Old Potash Highway
 - Changing the project description from “Widen to 5 lanes” to “Widen to 3-5 lanes” and the total project estimate from \$5,668 million to \$17,930 million
- Project Name – Intersection Improvements (GIAMPO Project Listing 2021-2025)
 - Changing the total project estimate from \$4,606 million to \$5,024 million
- Project ID B-4 – North Road
 - Moving the project to the GIAMPO Project Listing 2021-2025
- Project ID B-8 – Husker Highway
 - Moving the project to the GIAMPO Project Listing 2026-2040
- Project ID B-7 – Stolley Park Road
 - Moving the project to the GIAMPO Project Listing 2026-2040
- Project ID B-1a – Capital Avenue
 - Moving the project to the GIAMPO Project Listing 2026-2040
- Project ID B-6 – 13th Street
 - Moving the project to the GIAMPO Project Listing 2026-2040
- Project ID B-2b – Old Potash Highway
 - Changing the project limits from “Engleman Road to Claude Road” to “Engleman Road to North Road”. Moving the project to the Illustrative Project Plan
- Project ID 11 – 13th St. - 10th St. Connector
 - Moving the project to the Illustrative Project Plan

Amendment No. 5 requires modifications in Chapter 7 – Financial Plan, Chapter 8 – Environmental Review, Chapter 9 – Recommended Plan, and Appendix F of the LRTP.

This amendment also revises the Performance Management section (now called 3.4 National Performance Management Measures) in Chapter 3.

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 Draft Amendment No. 5 to the Long Range Transportation Plan and release it for public review and comment.

STAFF CONTACT

Allan Zafft

3.4 National Performance Management Measures

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, FHWA and FTA have issued Final Rules that include National Performance Management Measures at the system level that the State DOTs and MPOs are required to incorporate into their planning processes. The National Performance Management Measures were developed to address the National Goals established under MAP-21 and MPOs are required to incorporate the National Performance Management Measures and the National Goals [23 CFR 134 (I)] in their LRTPs.

The Federal Rules that establish the National Performance Management Measures applicable to MPOs are:

- **Safety (PM-1).** Highway Safety Improvement Program/Safety Performance Management Measures [23 CFR § 924, 23 CFR § 490]
- **Infrastructure (PM-2).** Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program [23 CFR § 490]
- **System Performance (PM-3).** Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program [23 CFR § 490]
- **Transit Asset Management (TAM)** is established to evaluate the state of good repair of transit provider capital assets for safety and operations [49 CFR § 625, 630].

MPOs are to report baseline condition/performance and progress toward the achievement of their targets in the system performance report of their LRTPs [23 CFR § 490]. The National Performance Management Measures applicable to MPOs are listed below.

Safety

FHWA published the Highway Safety Improvement Program and Safety Performance Management Measures (PM-1) Final Rules in the Federal Register on March 15, 2016. The Safety Performance Management Measures (Safety PM) rule supports the Highway Safety Improvement Program (HSIP), as it establishes five safety performance measures to carry out the HSIP and to assess serious injuries and fatalities on all public roads. Table 3-7 shows the five performance measures.

Table 3-7: Safety Performance Measures

Performance Measures
Safety
Number of Fatalities
Rate of Fatalities per 100 million vehicle miles traveled (VMT)
Number of Serious Injuries
Rate of Serious Injuries per 100 million VMT
Number of Non-motorized Fatalities and Non-motorized Serious Injuries

States are required annually to establish statewide targets for each of the safety performance measures on an annual basis. MPOs must establish safety targets by either supporting a State DOT's statewide target or establishing a numerical target specific to the MPO planning area. MPOs' targets are reported to the State DOT, which must be able to provide the targets to FHWA, upon request.

The PM-1 Rule was effective as of April 14, 2016. State DOTs were required to set targets by August 31, 2017 as part of the State's annual submission of its HSIP. MPOs were required to set targets by February 27, 2018 and incorporate them into their LRTPs. In the LRTP, performance measures are to be used to aid in making informed decisions about strategic investments and to evaluate projects.

Working in partnership with local agencies, the Nebraska Department of Transportation (NDOT) safety investments are to be identified and programmed to construct effective countermeasures that will reduce traffic fatalities and serious injuries. GIAMPO has agreed to support the NDOT CY 2018 targets for Safety Performance Measures as identified for HSIP investment which are based on crash history, roadway characteristics, and the existence of infrastructure countermeasures that can address the types of crashes present. As for CY 2019 targets, GIAMPO has continued to support the targets established by NDOT.

Infrastructure

Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program (PM-2) was identified in the FHWA Final Ruling published in the Federal Register on January 18, 2017 (82 FR 5886). This rule establishes performance measures to assess the condition of pavement and bridges on the National Highway System (NHS) to carry out the National Highway Performance Program. There are four performance measures to assess pavement condition and two performance measures to assess bridge condition. Table 3-8 shows the six performance measures.

Table 3-8: Pavement and Bridge Condition Performance Measures

Performance Measures
Pavement Condition
Percentage of Interstate Pavements in Good Condition
Percentage of Interstate Pavements in Poor Condition
Percentage of Non-Interstate NHS Pavements in Good Condition
Percentage of Non-Interstate NHS Pavements in Poor Condition
Bridge Condition
Percentage of NHS Bridges by Deck Area Classified as in Good Condition
Percentage of NHS Bridges by Deck Area Classified as in Poor Condition

State DOTs are required every four years to establish 2-year and 4-year statewide targets for a 4-year performance period. MPOs must establish 4-year targets by either supporting the State DOT's statewide target, or defining a target unique to the MPO. State DOTs will submit their established targets in a baseline report at the beginning of the performance period and report progress at the midpoint and end of the performance period. MPOs are not required to provide separate reporting to FHWA. However, State DOTs and MPOs will need to coordinate and mutually agree to a target establishment reporting process. Coordination will also be required between State DOTs and MPOs if a State DOT adjusts its 4-year target at the midpoint of the performance period.

The PM-2 Rule was effective as of May 20, 2017. State DOTs were required to set targets by May 20, 2018, and MPOs are required to set targets by November 16, 2018. GIAMPO has agreed to support the NDOT 4-year performance period (CY 2018-2021) targets for Pavement and Bridge Condition Performance Measures.

System Performance

Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (PM-3) was identified in the FHWA Final Ruling, published in the Federal Register on January 18, 2017 (82 FR 5970). This rule establishes performance measures to assess the performance of the Interstate and non-Interstate NHS to carry out the National Highway Performance Program, freight movement on the Interstate system to carry out the National Highway Freight Program, and traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. There are two performance measures to assess system performance of the NHS, one performance measure to assess freight movement on the Interstate system, two performance measures to assess traffic congestion under the CMAQ program, and one performance measure to assess total emissions reductions by applicable pollutants under the CMAQ program. Table 3-8 shows the six performance measures.

Table 3-9: System Performance (NHS), Freight Movement, and CMAQ Performance Measures

Performance Measures
System Performance of the NHS
Percent of Person-Miles Traveled on the Interstate System that are Reliable
Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable
Freight Movement
Measurement of Travel Time Reliability on the Interstate System (Truck Travel Time Reliability (TTTR) Index)
CMAQ
Annual Hours of Peak-Hour Excessive Delay Per Capita*
Percent of Non-Single Occupancy Vehicle Travel*
Total Emissions Reduction*

**Nebraska exempt from CMAQ measures this performance period*

State DOTs are required every four years to establish 2-year and 4-year statewide targets for a 4-year performance period. MPOs must establish 4-year targets by either supporting the State DOT's statewide target, or defining a target unique to the MPO. State DOTs will submit its established targets in a baseline report at the beginning of the performance period and report progress at the midpoint and end of the performance period. MPOs are not required to provide separate reporting to FHWA. However, State DOTs and MPOs will need to coordinate and mutually agree to a target establishment reporting process. Coordination will also be required between State DOTs and MPOs if a State DOT adjusts its 4-year target at the midpoint of the performance period.

The PM-3 Rule was effective as of May 20, 2017. State DOTs were required to set targets by May 20, 2018, and MPOs are required to set targets by November 16, 2018. GIAMPO has agreed to support the NDOT 4-year performance period (CY 2018-2021) targets for System Performance of the NHS and Freight Movement Performance Measures (Nebraska exempt from CMAQ measures this performance period).

Transit Asset Management

FTA issued a Final Rule on transit asset management (TAM) plans to evaluate the state of good repair of transit provider capital assets for safety and operations. Recipients of public transit funds—which include states, local authorities, and public transportation operators—are required to establish targets for state of good repair performance measures; to develop transit asset management and transit safety plans; and to report on their progress toward achieving targets. Public transportation operators are directed to share information with MPOs and states so that all plans and performance reports are coordinated. MPOs are to consider the State TAM plan and the TAM plan for their respective jurisdiction during the LRTP planning process.

The Rule, "Transit Asset Management; National Transit Database," went into effect on July 26, 2016 with the TAM plan due for transit by October 1, 2018. Transit target setting repeats

annually and plans are updated every four years. The City of Grand Island (transit provider) participates in a group TAM plan, which is sponsored by NDOT. GIAMPO has agreed to establish state of good repair performance targets, which are the same targets established by NDOT and the City of Grand Island. NDOT set its targets on January 1, 2017, and the City of Grand Island set its targets on May 23, 2017.

Chapter 7 FINANCIAL CAPACITY

The analysis of financial resources is an important element of a long-range transportation plan. The purpose of this section is to provide an overview of transportation funds available for the Grand Island metropolitan area over the time horizon of the plan. It also explains the key elements of the financial plan, the data collected, and the assumptions made about future revenue and expenditures. The forecasts of future transportation revenues and costs are presented and summarized, including the discussion of both costs for new construction and operations and maintenance. Once these estimates are in place, GIAMPO and its planning partners can determine which improvements submitted for inclusion in the plan are financially feasible.

The funding of transportation projects and services has grown more difficult over the last 10 and even 20 years. The population has increased along with the use of private vehicles. Inflation of construction materials has also increased costs. At the same time, revenues have not grown. The federal gas tax has remained constant since 1993. Some additional funding has been made possible at the state level with the passing of LB-610 which provides a gradual increase in the tax on motor fuels.

The federal government addressed funding transportation in December 2015 when the President signed into law the Fixing America's Surface Transportation Act, or "FAST Act." It is the first law enacted in over 10 years that provides long-term funding certainty for surface transportation. Overall, the FAST Act largely maintains current program structures and funding shares between highways and transit. The bill increases funding by 11 percent over 5 years, but does not change the federal gas tax rate.

This plan includes estimates for the amount of revenues for funding elements of this transportation plan. The revenues are categorized at three different levels: federal, state, and local. Many federal-aid projects, those projects that receive federal transportation funds, require some form of local match. As a newly formed MPO, historical information on past revenue trends was not as available, as with longer standing MPOs. For the purposes of this plan, past revenue data was obtained from the City of Grand Island, NDOR, and the counties. Based on these assumptions, \$461.5 million is anticipated to be available for transportation in the GIAMPO area for all purposes over the 25-year planning period.

7.1 Local Revenues

Local funding comes from various sources of taxing and bonding abilities afforded to local jurisdictions. These can include property and sales tax, special tax levies, special assessments for transportation, general fund, bonds, or other sources unique to local jurisdictions. These funds finance local transportation improvements, as well as provide a local match for federal and state transportation funds.

Local revenue forecasts, including locally-collected revenue and state aid, were created based on historical trends to gain an average percent projection. Since these forecasts are based solely on historic revenue, they could change as funding mechanisms are shifted and as populations shift and affect the tax base. Sales Tax Motor Vehicle and Motor Vehicle Tax revenues are not mandated by the state to be used for transportation related expenditures; however, these revenue sources are listed

State Transit Assistance (STA).

All Public Transit Systems are eligible for funding. These funds can be used by the public transit system for operating expenses related to the provision of open-to-the-public passenger transportation. A separate allocation of state funding is available to match the federal Intercity Bus funds. The NDOR contributes approximately \$100,000 in state funds for public transportation services. In the future, this allocation will change due to the change to an urbanized area. It is anticipated the state funding will decrease due to the funding category regulations for local match.

7.5 Available Funding

Transportation revenues pay for the new construction and ongoing operations, maintenance, and reconstruction costs. The revenue element is an estimate of how much money will be available to spend on new transportation projects in the GIAMPO area between 2016 and 2040. Between 2016 and 2040, GIAMPO forecasts that approximately \$461.5 million in transportation revenue will be available to fund operations and maintenance, reconstruction, new projects, and expanded capacity.

The list of available funds from traditional roadway sources is shown in Table 7-1. The revenue estimates are based upon trends for local funds, state funds and federal funds that are expected to be obligated in the MPO area. The funding trends are based upon examining funding sources between the years 2005 through 2015. The assumption for federal funds has been limited, with federal funds shown as only the committed projects in FY2016-2025 and as TBD in the FY2026. A detailed breakdown by year and individual funding source is provided in Appendix C.

Generally, federal funding from the Surface Transportation Block Grant Program (STBGP), Bridge Replacement and Rehabilitation Program (BRRP) and National Highway Performance Program (NHPP) are deemed not to be available to local partners in the Grand Island Area MPO jurisdiction. These funding sources are assumed to be available only by the Nebraska Department of Roads throughout the duration of this planning document. Funding through the Highway Safety Improvement Program (HSIP) and the Congestion Mitigation and Air Quality (CMAQ) programs may be available to local partners on a limited basis for specific projects that address safety concerns, congestion issues, or projects that improve the air quality in the Grand Island Area MPO 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	\$41,890	\$117,752	\$42,430	\$202,072
2026-2040	TBD ⁹	\$169,495	\$89,952	\$259,447
Total	\$41,890	\$287,247	\$132,382	\$461,519

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	\$54,115	\$54,115
2026-2040	TBD ¹⁰	\$113,236	\$113,236
Total	\$0	\$167,351	\$167,351

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.

Noise

A noise analysis is required for federally funded Type I Projects. These project typically include capacity adding such as lane additions, a new roadway on new alignment and substantial changes in vertical or horizontal alignment (see Nebraska Noise and Analysis Abatement Policy or 23 CFR 772 for complete definition of a Type I project). If noise impacts are identified, noise abatement is considered. Noise abatement must meet feasibility and reasonableness goals as outlined in the Nebraska Noise Policy in order to be constructed. Best Management Practices shall be used to control and mitigate construction noise. It is important for local planning agencies to coordinate with developers in order to recommend setbacks for new or changed developments to prevent future noise impacts.

Historical and Cultural Resources

Cultural resources would be considered under this category of environmental impact.¹¹ If, in consultation with the Nebraska State Historic Preservation (NESHPO), it is determined that a historic resource would be adversely affected by a federal undertaking, efforts to avoid and or minimize the adverse effect would be necessary. If avoidance and minimization are not effective, then mitigation of the adverse effect would be completed.

Environmental Justice

Environment Justice Areas can be described as areas where a significant portion of minority and/or low-income people live. Executive Order on Environmental Justice 12898 requires all federal agencies, including both the FHWA and FTA, to address the impact of their programs with respect to Environmental Justice. To the extent practicable and permitted by law, the Executive Order states that neither minority nor low-income populations may receive disproportionately high or adverse impacts as a result of a proposed project.

In order to classify a census block group as an Environmental Justice Area, the population must have a high percentage of minority populations and/or a high percentage of low-income households when compared to the larger surrounding area. Environmental Justice Areas are considered to be areas where the minority and/or low-income population percentage is meaningfully greater than the minority and/or low-income population percentages in the larger surrounding area.

The DOT-based guidelines, established from the U.S. Department of Health and Human Services poverty guidelines¹², were used to determine which households are low-income in the region. An Environmental Justice analysis is to compare areas within the community at-large. For this overview,

¹¹ National Historic Preservation Act of 1966, as amended. Section 106 Identification, Evaluation and Project Effect Recommendations

low-income households are shown to provide a general overview of areas where the rate of low-income households comprise **greater** than 20 percent of a census block group.

A total of **16** out of **48** block groups are considered to have a high rate of low-income households, while **11** block groups have both high levels of minority populations and low-income households. **Figure 8-1** displays the environmental justice areas in Grand Island and the proposed transportation projects by 2040. These areas show locations where a separate environmental justice analysis may need to be completed as projects are developed.

A system level review of environmental justice impacts was conducted for projects with defined locations. To conduct this review, the following methodology was applied. Future project investments that were located entirely inside an environmental justice area was determined to have 100 percent impact in that location. Projects that abutted or crossed into environmental justice areas were assigned 50 percent to those areas. Projects that are not located adjacent to or inside areas identified as environmental justice sensitive areas were assigned zero percent impact on environmental justice areas.

For the intersection improvement groupings shown in the FY2016-2025 and FY2026-2040 periods an average percentage impact was calculated based upon the location impact methodology above and then projected based upon the number of intersection improvement projects listed in the fiscally constrained program (for reference this percentage is **17** percent and **56** percent for the respective periods). Total investment impact from the intersection improvement projects was then determined by multiplying the grouped project budget by the environmental justice percentage.

The individual project assignment of investment and impact percentage for individual projects is shown in Appendix F. A summary table of investment in environmental justice areas as compared total regional investment is shown on the following page in Table 8-1. As previously stated, several 2016-**2022** projects are listed with various locations that cannot be accurately mapped and assigned to reasonable locations for assessment of impact. Project locations are also shown in Figure 8-1 with the project identification numbers corresponding to the project listing shown in Appendix F.

Projects located in environmental justice areas account for **67.6** percent of the total funding to be spent for the duration of this plan. Due to the large number of projects that occur in environmental justice areas, project owners are encouraged to take steps to avoid, minimize or mitigate any potential negative impacts of specific projects. Due to the small scope of many of these projects and the enhanced connectivity and access that will result at their completion it is assumed that overall the benefits of the program outweigh the burdens that may occur during project development. Special care

¹² In **2016**, the average household size in Grand Island, **2.7** persons, was used to determine the most a household could earn and still be considered low-income. The income levels for 2-person, **\$16,020**, and 3-person households, **\$20,160**, were found and multiplied by **0.7** in order to find the low-income threshold for Grand Island's average household size, **\$18,918**. Because the American Community Survey only provides household income data in \$5,000 increments, low-income households are considered to be households earning less than \$20,000.

should be taken to accommodate low income and minority persons during the development of the individual projects to ensure that project sponsors are acting in the best interest of the public.

Table 8-1: Investment in Environmental Justice Areas (2016-2040)

Environmental Justice Investment					
Time Period	Total Projects	Total Project Cost in YOE (\$1,000)	Projects Impacting Environmental Justice Areas	Environmental Justice Investment in YOE (\$1,000)	Percentage of Total Investment in Environmental Justice Areas
2016-2022	9	\$ 82,027	7	\$ 51,526	62.8%
2016-2025	4	\$ 50,243	4	\$ 46,056	91.7%
2026-2040	11	\$ 108,398	8	\$ 65,168	60.1%
Total	24	\$ 240,668	19	\$ 162,750	67.6%

Air Quality

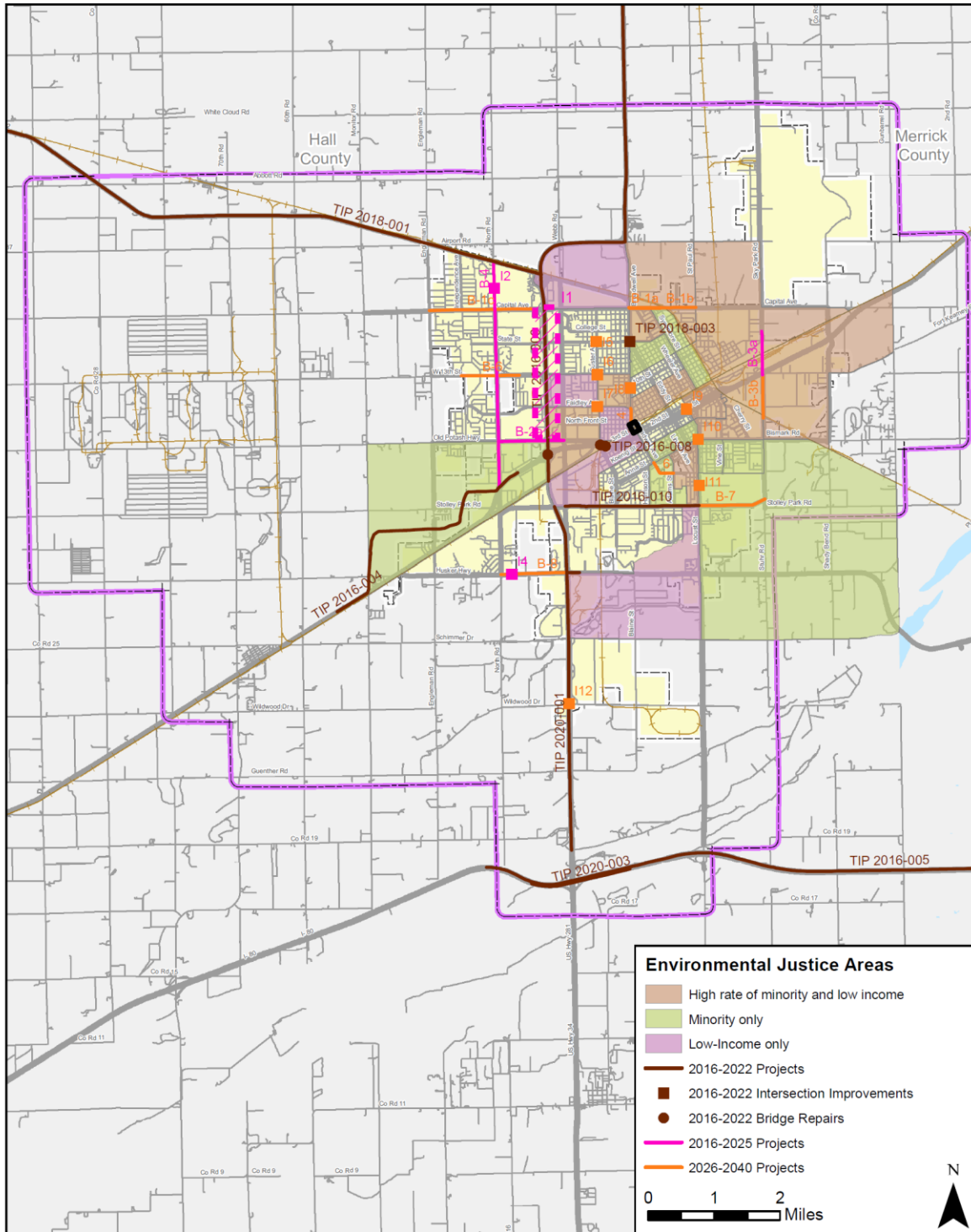
According to the Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990 – 2013, nearly one-third of all U.S. carbon dioxide emissions come from transportation, or the second largest single source. Transportation infrastructure inherently generates pollution from burning fossil fuels from automobiles, air travel, marine transportation, and rail. Of those sectors, farming, trucking, personal vehicles, and rail traffic are most prevalent in Grand Island. Efforts to reducing global greenhouse emissions include reducing vehicle miles traveled (VMT), reducing traffic congestion, and by driving more fuel efficient vehicles or drive vehicles that emit lower levels of pollution.

The Clean Air Act, as amended in 1990, requires the EPA to set National Ambient Air Quality Standards (NAAQS) for pollutants deemed harmful to humans and the environment. The EPA lists the following seven pollutants as harmful.

- **PM10:** Fine Particulates less than 10 microns in diameter.
- **PM2.5:** Fine Particulates less than 2.5 microns in diameter.
- **O3:** Ground level Ozone gas.
- **CO:** Carbon Monoxide gas.
- **SO2:** Sulfur Dioxide gas.
- **TRS:** Total Reduced Sulfur.
- **NO2:** Nitrogen Dioxide gas.

With federal regulations, the state of Nebraska is required to monitor the ambient air quality inside its borders. Air quality sensors in both Nebraska monitor the levels of harmful gasses, particulates, and elements contained in the ambient air of the GIAMPO area. Currently, the GIAMPO area is in attainment for the above air quality standards. Should the Grand Island area be designated as non-attainment in the future, GIAMPO would need to work with the local governments and with the Nebraska Department of Environmental Quality (NDEQ) to address potential issues. In other areas,

Figure 8-1: Proposed Projects & Environmental Justice Areas



Notes - A census block group is determined an EJ area if the proportion of minority populations in the block group is greater than the minority proportion of the overall MPO area (31.02 percent) and/or if there is higher than 20% of households with incomes under \$20,000. Source - U.S. Census Bureau, ACS 2012-2016.

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

Total Available Roadway Funds (\$1,000)				
Time Period	Federal	State	Local	Total Revenues
2016-2025	\$41,890	\$117,752	\$42,430	\$202,072
2026-2040	TBD ¹⁴	\$169,495	\$89,952	\$259,447
Total	\$41,890	\$287,247	\$132,382	\$461,519

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, 2019-2023, and 2020-2024.

Between 2016 and 2024, NDOR will complete a major reconstruction on I-80 in the GIAMPO planning area, the reconstruction of US-281 between US-30 and south of Howard County line, and the replacement of three bridges on US-30. NDOR has also committed to construct a new alignment of US-30 from west of US-281 to near County Road 20, install automated gates at I-80 interchanges, resurface N-2 from Cairo to US-281, and resurface US-281 from Stolley Park Road to north of I-80.

The total cost of the committed projects, shown in Table 9-2, is estimated at \$85.7 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	\$41,890	\$36,539	\$7,319	\$85,748

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	\$54,115	\$54,115
2026-2040	TBD ¹⁵	\$113,236	\$113,236
Total	\$0	167,351	\$167,351

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 / FY 2019-2023 / FY 2020-2024										
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	\$29,256	PE	2020	City	Grand Island	\$191
						PE	2020	State	Build Nebraska	\$2,126
						ROW	2021	City	Grand Island	\$508
						ROW	2021	State	Build Nebraska	\$3,863
						CONST/CE	2022	City	Grand Island	\$2,199
		US-30 from 1.4 mi west of Grand Island to 0.4 mi west of US-281, Begin Ramp - 308.64				CONST/CE	2022	State	Build Nebraska	\$20,369
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	Exempt	9.6 mi	\$18,707	PE	2015	State	NDOR	\$779	
						CONST/CE	2017	City	Grand Island	\$3,126	
		US-281 from Old US-30 Viaduct over UPRR, North to 1.8 mi South of Howard County Line				CONST/CE	2017	NHPP	National Highway Performance Program	\$11,450	
						CONST/CE	2017	HSIP	Highway Safety Improvement Program	\$585	
		Beginning RP - 68.90				CONST/CE	2017	State	NDOR	\$2,767	
42773	Grand Island - WACO	Deploy automated gate systems and CCTV Cameras	Exempt	0	\$1,537	PE	2016	State	NDOR	\$39	
						CONST/CE	2017	EM	Earmark	\$355	
		Several I-80 interchanges in District 4				CONST/CE	2017	NHPP	National Highway Performance Program	\$949	
						CONST/CE	2017	State	NDOR	\$194	

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)
42776	In Grand Island Bridges	3-bridge repair/overlays, sealing, approach slabs, mill, resurface roadway	Exempt	0.4 mi	\$5,137	PE	2019	State	NDOR	\$247
						ROW	2020	State	NDOR	\$27
						CONST/CE	2021	Local	Grand Island	\$227
						CONST/CE	2021	NHPP	National Highway Performance Program	\$3,767
		Three US-30 Bridges in Grand Island (Jct US-30/US-281/N-2 bridge and from Old Lincoln Hwy to Grant St), RP - 313.66				CONST/CE	2021	State	NDOR	\$869
42812	Grand Island - Stolley Park Reconfiguration	Reconfigure Stolley Park Road to 3,4 and 5 lane sections - FHWA Road Diet Initiative	Exempt	2.04 mi	\$1,349	PE	2016	HSIP	Highway Safety Improvement Program	\$100
						PE	2016	Local	Grand Island	\$10
						CONST/CE	2017	HSIP	Highway Safety Improvement Program	\$1,115
		From Webb Road to S. Locust St				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	HSIP	Highway Safety Improvement Program	\$998

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)
	Transit Needs Analysis	Feasibility Study to identify Transit Needs	Exempt		\$125		2016	FTA	Sec. 5307	\$100
							2016	Local	Grand Island	\$25
42787	Cairo - Grand Island		Exempt	12.3 mi	\$9,215	PE	2019	State	NDOR	\$53
						ROW	2020	State	NDOR	\$10
						CONST/CE	2021	Local	Grand Island	\$198
		Resurfacing				CONST/CE	2021	NHPP	National Highway Performance Program	\$7,292
		N-2 from Cairo southeast to US-281 in Grand Island, Begin RP - 343.73				CONST/CE	2021	State	NDOR	\$1,662
42819	In Grand Island & South (SB)		Exempt	5.4 mi	\$2,730	PE	2021	State	NDOR	\$1
		Resurfacing				CONST/CE	2022	NHPP	National Highway Performance Program	\$2,183
		US-34 from 2.2 mi south of Grand Island north to N Jct US-281 / W Jct N-2, RP - 226.74				CONST/CE	2022	State	NDOR	\$546

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)
42891	District 4 Wetland Bank	Survey, design, construct and monitor a wetland mitigation site	Exempt	0	\$903	PE	2020	State	NDOR	\$4
		Adjacent to existing Mormon Island Mitigation Bank, RP – 0.00				CONST/CE	2021	State	NDOR	\$899
42894	West Grand Island Interchange	Build new high mast lighting towers, install buried cable & control boxes	Exempt	1.5 mi	\$660	PE	2019	State	NDOR	\$3
		I-80 at the Grand Island Interchange, RP - 311.50				CONST/CE	2020	State	NDOR	\$657
42863	5-Points Intersection Improvements	Intersection Improvements	Exempt	0.4 mi	\$2,436	PE	2019	Local	Grand Island	\$78
						PE	2019	HSIP	Highway Safety Improvement Program	\$312
						ROW	2020	Local	Grand Island	\$101
						ROW	2020	HSIP	Highway Safety Improvement Program	\$406
						CONST/CE	2021	Local	Grand Island	\$557
		Broadwell Avenue, State Street, and Eddy Street intersection				CONST/CE	2021	HSIP	Highway Safety Improvement Program	\$982
Total									\$85,873	

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								\$54,115
	Intersection Improvements	Improvements at various intersections	Various	Various	Grand Island	\$3,818	\$5,024	\$49,091
B-3a	Stuhr Road	Widen to 3 lanes	US-30	BNSF RR	Grand Island	\$9,656	\$12,707	\$36,384
B-2a	Old Potash Highway	Widen to 3-5 lanes*	North Road	Webb Road	Grand Island	\$13,625	\$17,930	\$18,454
B-4	North Road	Widen to 3 lanes	Highway 2	Old Potash Highway	Grand Island	\$11,081	\$14,582	\$3,872
Total 2021-2025						\$38,180	\$50,243	\$3,872

*Includes extension of Claude Road from Old Potash Highway to Faidley Avenue

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								\$117,108*
B-8	Husker Highway	Widen to 3 lanes	US-281	North Road	Grand Island	\$4,947	\$9,636	\$107,472
B-7	Stolley Park Road	Widen to 3 lanes	Fair Ground Entrance	Stuhr Road	Grand Island	\$2,183	\$4,252	\$103,220
B-1a	Capital Avenue	Widen to 5 lanes	Broadwell Avenue	BNSF RR/Oak Street	Grand Island	\$3,438	\$6,697	\$96,523
B-6	13th Street	Widen to 3 lanes	West of US-281	Independence Avenue	Grand Island	\$4,193	\$8,168	\$88,355
	Intersection Improvements	Improvements at various intersections	Various	Various	Grand Island	\$1,950	\$3,798	\$84,557
2	Stuhr Bridges over BNSF and UPRR	Engineering			Grand Island	\$2,048	\$3,989	\$80,568
B-3b	Stuhr Road	Widen to 3 lanes	BNSF RR	US-34	Grand Island	\$9,656	\$18,809	\$61,759
B-1b	Capital Avenue	Widen to 3 lanes	BNSF RR/Oak Street	St Paul Road	Grand Island	\$1,781	\$3,470	\$58,289
B-1c	Capital Avenue	Widen to 3 lanes	Dairy Queen	Engleman Road	Grand Island	\$5,700	\$11,103	\$47,186
4	Broadwell over UPRR and Broadwell Extension	Broadwell Avenue Widening (5-lane)	Faidley Avenue	Third Street	Grand Island	\$3,900	\$7,597	\$39,589
5		Broadwell UPRR bridge				\$13,000	\$25,323	\$14,266
6		Broadwell Extension (3-lane)	Anna Street	Adams Street		\$4,900	\$9,545	\$4,721
				Total 2026-2040		\$57,696	\$112,387	\$4,721

*Note: includes \$3,872 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+								\$4,721
B-2b	Old Potash Highway	Widen to 3 lanes	Engleman Road	North Road	Grand Island	\$4,070	\$6,727	
11	13th St. – 10th St. Connector	Reconstruct	W 13th Street	10th Street	Grand Island	\$600	\$992	
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 Highway	Husker Highway	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	US-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	

*expand 3-lane to 5-lane

Table 9-6: Illustrative Project Plan (Continued)

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+								
2	Stuhr Road bridge over UPRR	New 4-lane bridge	US-30	4th Street	Grand Island	\$15,952	\$26,366	
	Stuhr Road bridge over BNSF	New 4-lane bridge			Grand Island	\$11,000	\$18,181	

Journey
2040



APPENDIX F

GIAMPO

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ASSOCIATES

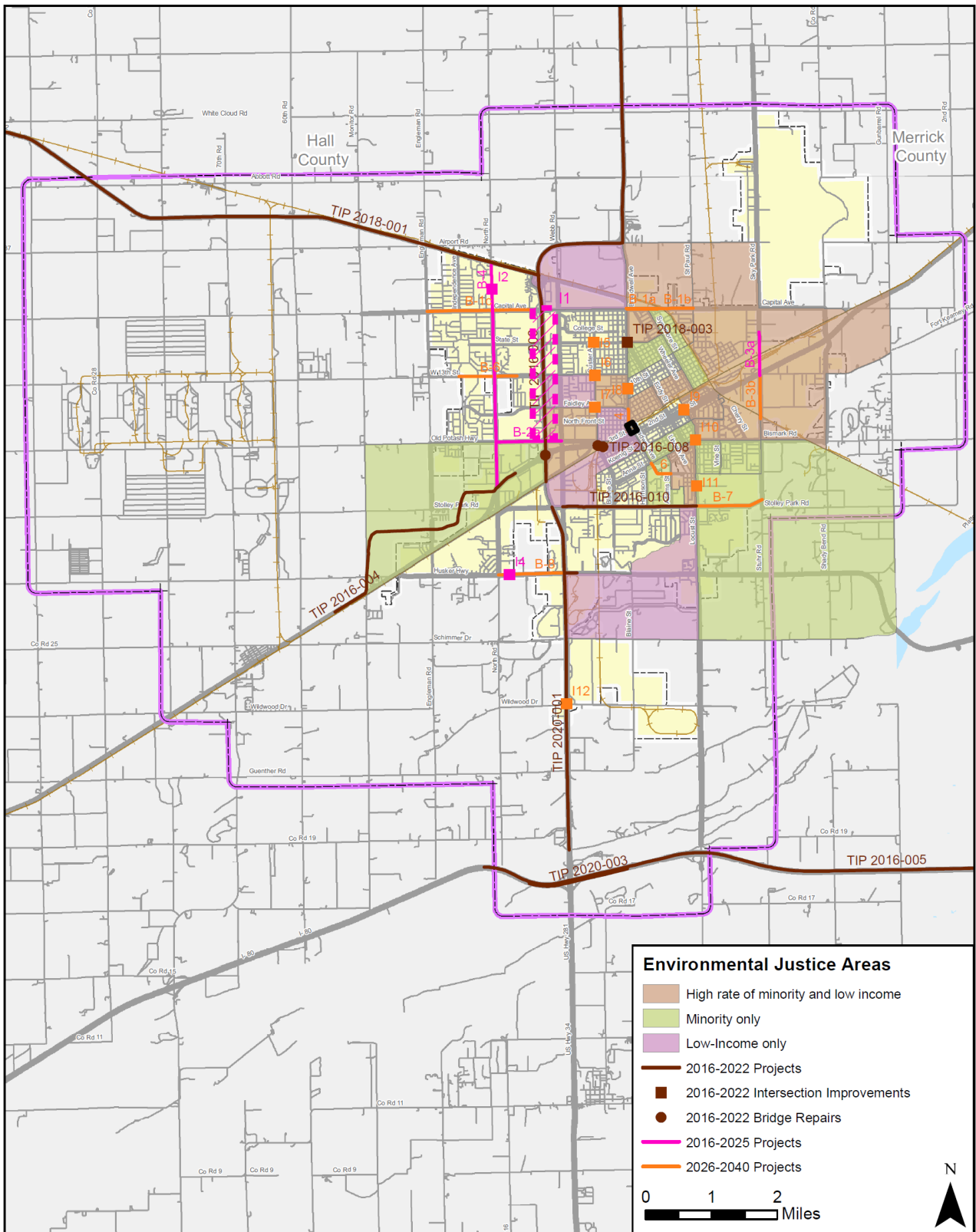
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Environmental Justice Impacts for Individual Projects FY2016-2040										
Project ID	Project Name	Project Description	Hwy	From	To	Jurisdiction	YOE Cost (\$1,000)	Time Period	Environmental Justice Area Impacts	Assigned Impact
TIP No. 2016-004	US-281 West, Grand Island	4-lane divided roadway on new alignment	US-30	West of Monitor Road	West of US-281	NDOR	\$29,256	2016-2022	Minority	100%
TIP No. 2016-005	Platte River - Phillips	Mill, concrete repair, resurface 4-lane dual roadway and shoulders, bridge repair	I-80	Platte River west of Grand Island	Phillips	NDOR	\$12,708	2016-2022	None	0%
TIP No. 2016-006	In Grand Island & North	Resurface existing roadway & US-281/N-2 ramps, concrete repair, bridge repair, add subdrains	US-281	Old US-30 Viaduct	1.8 miles south of Howard County Line	NDOR	\$18,707	2016-2022	Adjacent to Both Minority and Low Income Areas	50%
TIP No. 2016-008	In Grand Island Bridges	3-bridge repairs/overlays, sealing, new approach slabs, mill, resurface roadway	US-30	Jct US-30/US-281/N-2 bridge and from Old Lincoln Hwy to Grant St		NDOR	\$5,137	2016-2022	Both Minority and Low Income Areas	100%
TIP No. 2016-010	Grand Island - Stolley Park Reconfiguration	Reconfigure Stolley Park Road to 3, 4 and 5 lane sections - FHWA Road Diet Initiative	Stolley Park Road	Webb Road	Locust Street	Grand Island	\$1,349	2016-2022	Adjacent to Both Minority Areas and Low Income Areas	50%
TIP No. 2018-001	Cairo - Grand Island	Resurfacing	N-2	Cairo	US-281	NDOR	\$9,215	2016-2022	Adjacent to Low Income	50%
TIP No. 2020-001	In Grand Island & South (SB)	Resurfacing	US-34	North of I-80	Stolley Park Road	NDOR	\$2,730	2016-2022	Adjacent to Low Income	50%
TIP No. 2020-003	West Grand Island Interchange	Build new high mast lighting towers, install buried cable & control boxes	I-80	West of US-281 interchange	East of US-281 interchange	NDOR	\$660	2016-2022	None	0%
TIP No. 2018-003	5-Points Intersection Improvements	Intersection Improvements	Broadwell Avenue	Broadwell Avenue, State Street, and Eddy Street		Grand Island	\$2,265	2016-2022	Adjacent to Both Minority Areas and Low Income Areas	50%
B-3a	Stuhr Road	Widen to 3 lanes	Stuhr Road	US-30	BNSF RR	Grand Island	\$12,707	2016-2025	Both Minority and Low Income Areas	100%
B-2a	Old Potash Highway	Widen to 3-5 lanes	Old Potash Highway	North Road	Webb Road	Grand Island	\$17,930	2016-2025	Both Minority and Low Income Areas	100%

Project ID	Project Name	Project Description	Hwy	From	To	Jurisdiction	YOE Cost (1,000)	Time Period	Environmental Justice Area Impacts	Assigned Impact
B-4	North Road	Widen to 3 lanes	North Road	Highway 2	Old Potash Highway	Grand Island	\$14,582	2016-2025	Minority	100%
I1	Intersection Improvements	Improvements at various intersections	US-281	Capital Avenue	Old Potash Highway	Grand Island	\$5,024	2016-2025	Adjacent to Both Minority and Low Income Areas	50%
I2			North Road	North Road at Northwest High School		Grand Island		2016-2025	None	0%
I4			Husker Highway	Husker Highway at Heartland Lutheran High School		Grand Island		2016-2025	None	0%
B-8	Husker Highway	Widen to 3 lanes	Husker Highway	US-281	North Road	Grand Island	\$9,636	2026-2040	None	0%
B-7	Stolley Park Road	Widen to 3 lanes	Stolley Park Road	Fair Ground Entrance	Stuhr Road	Grand Island	\$4,252	2026-2040	Minority	100%
B-1a	Capital Avenue	Widen to 5 lanes	Capital Avenue	Broadwell Avenue	BNSF RR/Oak Street	Grand Island	\$6,697	2026-2040	Both Minority and Low Income Areas	100%
B-6	13th Street	Widen to 3 lanes	13th Street	West of US-281	Independence Avenue	Grand Island	\$8,168	2026-2040	None	0%
I5	Intersection Improvements	Improvements at various intersections		Custer Avenue & State Street		Grand Island	3,798	2026-2040	None	0%
I6				Custer Avenue & 13th Street		Grand Island		2026-2040	Adjacent to Both Minority and Low Income Areas	50%
I7				Custer Avenue & Faidley Avenue		Grand Island		2026-2040	Both Minority and Low Income Areas	100%
I8				Broadwell Avenue & 10th Street		Grand Island		2026-2040	Adjacent to Both Minority and Low Income Areas	50%
I9				Walnut Street & WB US-30		Grand Island		2026-2040	Adjacent to Both Minority and Low Income Areas	50%

Project ID	Project Name	Project Description	Hwy	From	To	Jurisdiction	YOE Cost (1,000)	Time Period	Environmental Justice Area Impacts	Assigned Impact
I10				Locust Street & Anna Street		Grand Island		2026-2040	Both Minority and Low Income Areas	100%
I11				Locust Street & State Fair Boulevard		Grand Island		2026-2040	Both Minority and Low Income Areas	100%
I12				US-281 & Wildwood Road		Grand Island		2026-2040	None	0%
B-3b	Stuhr Road	Widen to 3 lanes	Stuhr Road	BNSF	US-34	Grand Island	\$18,809	2026-2040	Both Minority and Low Income Areas	100%
B-1b	Capital Avenue	Widen to 3 lanes	Capital Avenue	BNSF RR/Oak Street	St. Paul Road	Grand Island	\$3,470	2026-2040	Both Minority and Low Income Areas	100%
B-1c	Capital Avenue	Widen to 3 lanes	Capital Avenue	Dairy Queen	Engleman Road	Grand Island	\$11,103	2026-2040	None	0%
4	Broadwell over UPRR and Broadwell Extension	Broadwell Avenue Widening (5-lane)	Broadwell Avenue	Faidley Avenue	Third Street	Grand Island	\$7,597	2026-2040	Both Minority and Low Income Areas	100%
5		Broadwell UPRR bridge	Broadwell Avenue			Grand Island	\$25,323	2026-2040	Adjacent to Low Income	50%
6		Broadwell Extension (3-lane)	Broadwell Avenue	Anna Street	Adams Street	Grand Island	\$9,545	2026-2040	Minority	100%

Figure 8-1: Proposed Projects & Environmental Justice Areas



Notes - A census block group is determined an EJ area if the proportion of minority populations in the block group is greater than the minority proportion of the overall MPO area (31.02 percent) and/or if there is higher than 20% of households with incomes under \$20,000. Source - U.S. Census Bureau, ACS 2012-2016.

Technical Advisory Committee

Monday, April 8, 2019

Regular Session

Item H4

Approval Recommendation of Final Draft FY 2020 Unified Planning Work Program

Staff Contact: Allan Zafft, MPO Program Manager

ISSUE

VOTE: Draft FY 2020 Unified Planning Work Program

BACKGROUND

The Grand Island Area Metropolitan Planning Organization (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. 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 2020 UPWP be released for public review and comment prior to Policy Board adoption.

BUDGET CONSIDERATIONS

The Draft FY 2020 UPWP has been developed based on federal funding provided by the Nebraska Department of Transportation.

COMMITTEE ACTION

None.

RECOMMENDATION

Approve Draft FY 2020 UPWP and release it for public review and comment.

STAFF CONTACT

Allan Zafft



Grand Island Area Metropolitan Planning Organization (GIAMPO)

FY 2020 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 2019

**Grand Island Area Metropolitan Planning Organization (GIAMPO)
Unified Planning Work Program for Fiscal Year 2020**

Policy Board Members

Chair – Roger G. Steele

Vice-Chair – Gary Quandt

MPO Director/Secretary – John Collins

Mayor: Roger G. Steele

Grand Island Council Members: Jason Conley, Julie Hehnke, Clay Schutz

County Board Members: Ron Peterson, 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: Brent Clark, John Collins, Keith Kurz, Chad Nabity

Nebraska Department of Transportation: Craig Wacker, 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: Brent Clark

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: Patrick Brown

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
TDM	Travel Demand Model

TIP	Transportation Improvement Program
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 2020 (July 1, 2019 to June 30, 2020). 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.

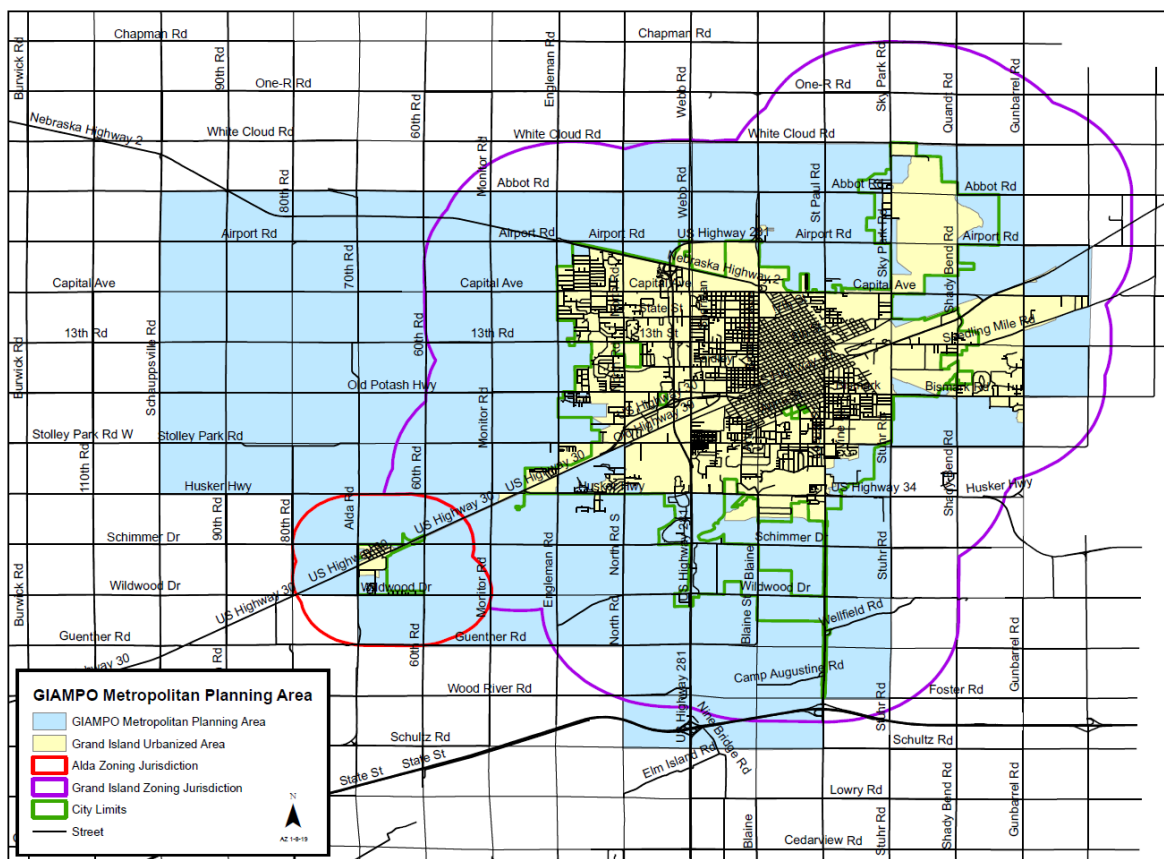
What is GIAMPO?

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 Non-Motorized subcommittee was created to act as the advisory body to the TAC on the development of 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 administrative staff.

MPO FY 2020 Staff Time Estimates

Staff (equivalent staff time) Estimated	Staff Months	Est. Hours
Professional Staff (MPO Program Manager) - Direct	11.00	1,920
Administrative Staff (Administrative Coordinator) - 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 2020 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 2019 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 2019 Unified Planning Work Program
- Adopted the FY 2020-2024 Transportation Improvement Program and FY 2020 Unified Planning Work Program for the GIAMPO Metropolitan Planning Area
- Adopted the MPO targets for CY 2018-2021 NHS pavement and bridge condition performance measures, CY 2018-2021 NHS travel time reliability and freight reliability performance measures, and CY 2019 safety performance measures
- Initiated the process to update the Travel Demand Model and Long Range Transportation Plan
- Adoption of the GIAMPO Bicycle and Pedestrian Master Plan
- Prepared a “DRAFT” Limited English Proficiency Plan
- Continued development and maintenance of planning data repository/GIS datasets

MPO FY 2020 Work Elements

The following pages detail the work elements that GIAMPO will undertake in FY 2020. 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:

- Monitored and maintained the FY 2019 UPWP
- Developed the FY 2020 UPWP
- Prepared quarterly progress reports and reimbursement requests to NDOT

Activities:

- Maintain the FY 2020 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 2021 UPWP and budget
- Finalize and adopt the FY 2021 UPWP and budget

Work Products:

- Monitoring the FY 2020 UPWP and budget
- Quarterly progress reports and reimbursement requests
- Amendments and administration modifications to the FY 2020 UPWP as needed

- Annual "DRAFT" FY 2021 UPWP
- Annual "FINAL" FY 2021 UPWP

Budget - 200 MPO Program Manager Hours	Costs	Schedule
Quarterly Progress Reports and Reimbursement Requests	\$ 2,367.60	Quarterly
FY 2020 UPWP Amendments/Admin Modifications	\$ 1,775.70	Ongoing
"DRAFT" FY 2021 UPWP	\$ 5,327.10	3 rd /4 th Quarters
"FINAL" FY 2021 UPWP	\$ 1,183.80	4 th Quarter
Other Activities (i.e. manage funding streams and budget)	\$ 1,183.80	Ongoing
Other Direct	\$ 0.00	
Total Budget	\$ 11,838.00	

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:

- Monitored and maintained the FY 2019-2023 TIP
- Developed the FY 2020-2024 TIP
- Prepared the Annual Listing of Federally Obligated Projects for FY 2018

Activities:

- Develop the Annual Listing of Federally Obligated Projects for FY 2019
- Work with the City of Grand Island staff in developing the City's one and six street improvement plan for 2020
- Monitor the status of projects in the FY 2020-2024 TIP
- Maintain, revise, and amend the FY 2020-2024 TIP through amendments and administrative modifications as needed
- Staff involvement on project related activities ensuring issues are properly identified and adequately addressed for timely implementation
- Coordinate with planning partners regarding TIP activities
- Prepare the "DRAFT" FY 2021-2025 TIP, which includes the self-certification of the MPO Planning Process
- Finalize and adopt the FY 2021-2025 TIP

Work Products:

- Annual Listing of Federally Obligated Projects for FY 2019
- Amendments and administrative modifications to the FY 2020-2024 TIP as needed
- "DRAFT" FY 2021-2025 TIP
- "FINAL" FY 2021-2025 TIP

Budget - 175 MPO Program Manager Hours	Costs	Schedule
Annual Listing of Federally Obligated Projects for FY 2019	\$ 517.91	2 nd Quarter
FY 2020-2024 TIP Amendments/Admin Modifications	\$ 1,035.82	Ongoing
Grand Island's 1 and 6 Year Street Improvement Plan	\$ 1,035.82	2 nd Quarter

"DRAFT" FY 2021-2025 TIP	\$ 5,179.13	3 rd /4 th Quarters
"FINAL" FY 2021-2025 TIP	\$ 1,553.74	4 th Quarter
Other Activities (i.e. monitor the FY 2020-2024 TIP)	\$ 1,035.83	Ongoing
Other Direct	\$ 0.00	
Total Budget	\$ 10,358.25	

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/or public comment periods of MPO work products
- Conducted public comment periods for MPO work products
- Attended public information meeting for the Old Potash Highway improvement project
- Prepared a "DRAFT" Limited English Proficiency (LEP) Plan, which comprised a Limited English Proficiency analysis and Environmental Justice analysis

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.
- Develop publications (i.e. pamphlets, handouts, brochures) about the MPO planning process and products as needed
- 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/or public comment periods of MPO work products (i.e. UPWP and TIP)
- Maintain the GIAMPO stakeholder contact list
- Amend and revise the current Public Participation Plan as needed
- Maintain the Title VI Implementation Plan
- Finalize and adopt the Limited English Proficiency Plan
- Prepare a "DRAFT" Public Participation Plan Update

Work Products

- Continue to update GIAMPO website
- Continue to update social media sites
- Amendments/administrative modifications to the current Public Participation Plan as needed
- "FINAL" Limited English Proficiency Plan
- "DRAFT" Public Participation Plan Update

<u>Budget - 150 MPO Program Manager Hours</u>	<u>Costs</u>	<u>Schedule</u>
Title VI Mitigation/Assessment, including LEP Plan	\$ 1,775.70	Ongoing
Current PPP Review	\$ 887.85	Ongoing
"DRAFT" PPP Update	\$ 2,663.55	3 rd /4 th Quarters

Website Development/Maintenance	\$ 1,775.70	Ongoing
MPO Education	\$ 887.85	Ongoing
Other Activities (i.e. public notices)	\$ 887.85	Ongoing
Other Direct (i.e. advertising)	\$ 1,500.00	
Total Budget	\$ 10,378.50	

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:

- Adopted the MPO targets for CY 2018-2021 NHS pavement and bridge condition performance measures, CY 2018-2021 NHS travel time reliability and freight reliability performance measures, and CY 2019 safety performance measures
- Data interpretation
- Compiled data for GIAMPO planning area
- Developed a dataset for the City Geographic System (GIS) relating to crash data for 2017
- Prepared maps for FY 2020-2024 TIP
- Started collecting bicycle and pedestrians counts on multi-use trails

Activities:

- Coordinate with NDOT and other agencies in obtaining data for the GIAMPO planning area
- Continue to develop 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 or update 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

Work Products

- Performance measures and targets
- Planning data repository/GIS datasets
- Purchase of vehicle traffic counting equipment and supplies
- Purchase of bicycle and pedestrian traffic counting equipment and supplies

Budget - 235 MPO Program Manager Hours	Costs	Schedule
Performance Measures	\$ 2,781.93	Ongoing
Data Collection	\$ 2,781.93	Ongoing
Planning Database Repository/GIS Datasets and Mapping	\$ 4,868.38	Ongoing
Other Activities (i.e. grant preparation)	\$ 3,477.41	Ongoing
Other Direct (vehicle and bike/ped traffic counting equipment and supplies)	\$ 500.00	
Total Budget	\$ 14,409.65	

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 NDOT. 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 current LRTP
- Amended and revised the current LRTP
- Initiated the process of updating the Travel Demand Model for the LRTP Update
- Started the process of updating the LRTP
- Adopted the GIAMPO Bicycle and Pedestrian Master Plan

Activities:

- Amend and/or revise the current LRTP as necessary
- Revisions to the GIAMPO Bicycle and Pedestrian Master Plan as needed
- Maintain and refine the current regional travel demand model as needed
- Analyze socioeconomic changes and land use proposals since the adoption of current LRTP
- Continue updating the Travel Demand Model for the LRTP Update, which include activities such as updating and enhancing the baseline model and developing model runs for the base year network and future years networks
- Continue the update of the LRTP, which includes activities such as data collection, reviewing and updating the goals, objectives, and performance measures, evaluating the existing transportation system's condition/performance, assessing future conditions and identifying emerging issues, identifying investment priorities, policies, and strategies, developing a financial plan, and conducting public involvement and stakeholder outreach in the LRTP update process
- 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

Work Products:

- Current LRTP amendments and/or revisions
- Current Travel Demand Model maintenance

Budget - 595 MPO Program Manager Hours	Costs	Schedule
Amendment and/or Revisions to the Current LRTP	\$ 7,043.61	Ongoing
Travel Demand Model & LRTP Update – GIAMPO Staff	\$ 26,413.54	Ongoing

Other Activities (i.e. NDOT LRTP)	\$ 1,760.90	Ongoing
Travel Demand Model and LRTP Update – Professional Services	\$260,000.00*	Ongoing
Other Direct	\$ 0.00	
Total Budget	\$295,218.05	

*Includes \$167,004.40 of FHWA PL Funds (This amount includes a carryover of \$128,000.00 in PL Funds from the FY 2019 UPWP for the TDM and LRTP Update.) and \$40,995.60 of FTA Section 5305 Funds (This amount includes a carryover of \$20,426.20 in Section 5305 Funds from the FY 2019 UPWP for the TDM and LRTP Update.)

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:

- Prepared transit elements for the FY 2020 UPWP and FY 2020-2024 TIP
- Reviewed the draft version of the Title VI Plan and ADA Policy Guide for the City of Grand Island Transit Program
- Coordinated a transit-related administrative modification to the FY 2018-2022 TIP
- Began evaluating the historical ridership data for the Grand Island urbanized area
- Reviewed the Request for Proposals for a Public Transit Provider for the City of Grand Island and participated on the proposals review committee

Activities:

- Prepare transit elements for the FY 2021 UPWP and FY 2021-2025 TIP
- Coordinate transit-related amendments/revisions to the FY 2020 UPWP, FY 2020-2024 TIP, and current LRTP as needed
- Perform the following activities relating to performance measures:
 - Establish or update 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)
- Support the development of 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

Work Products:

- Performance measures and targets
- Transit elements of the FY 2021 UPWP and FY 2021-2025 TIP

<u>Budget – 175 MPO Program Manager Hours</u>	<u>Costs</u>	<u>Schedule</u>
Performance Measures	\$ 517.91	4 th Quarter
Transit Elements of UPWP and TIP	\$ 2,589.56	3 rd /4 th Quarters
Data Collection and Analysis	\$ 3,625.39	Ongoing
Other Activities (i.e. transit-relating meetings)	\$ 3,625.39	Ongoing
Other Direct (Travel, Training, Misc.)	<u>\$ 1,000.00</u>	Ongoing
Total Budget	\$ 11,358.25	

Element G – Administration/System 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 Non-Motorized Subcommittee meetings, including preparing agendas and supporting documents
- Set meeting schedules for the Policy Board and TAC for calendar year 2019
- Held monthly GIAMPO staff meetings, including preparing agendas and supporting documents
- Attended the peer exchange with the Utah Department of Transportation related to planning processes
- Attended Grand Island Walkability Leadership meeting
- Attended the Grand Island Resiliency Committee meetings
- Attended the Grand Island Livable Community Core Team meetings
- Attended the Nebraska American Planning Association Conference

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 Non-Motorized Subcommittee (TAC 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
 - Association of Metropolitan Planning Organizations

- Prepare for and/or attend relevant transportation-related meetings that include; but not limited to:
 - GIAMPO staff meetings
 - MPO Coordination meetings
 - NDOT-related meetings
 - Attend the Grand Island Resiliency Committee meetings
 - Attend the Grand Island Livable Community Core Team 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

Work Products:

- Meeting agendas, minutes, support documents, and/or presentations for Policy Board, TAC, and Non-Motorized Subcommittee
- 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 Non-Motorized Subcommittee	\$ 7,226.88	Ongoing
Meeting Minutes and Other Documentation	\$ 3,613.44	Ongoing
General Administration of GIAMPO	<u>\$ 13,249.28</u>	Ongoing
	\$ 24,089.60	
Other Direct		
Office Expenses – Supplies, Phone, Postage, Misc.	\$ 2,097.46	
Computer Services/Hardware	\$ 5,300.00	
Software Maintenance/Support TransCAD	\$ 1,200.00	
Individual or Organizational Membership Fees with APA, AICP, and AMPO	\$ 820.00	
Travel, Training, Conferences, & Mileage Reimbursement	<u>\$ 5,000.00</u>	
	\$ 14,417.46	
Total Budget	\$ 38,507.06	

Total UPWP Budget

It is anticipated that the cost of implementing this UPWP for GIAMPO will be **\$392,067.76**, during FY 2020. Based on the formula funding for MPOs in Nebraska, in FY 2020 GIAMPO is eligible for up to \$263,572.01 Federal Highway Planning funds and \$50,082.20 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 **\$392,067.76**.

Grand Island Area Metropolitan Planning Organization

DISTRIBUTION OF COSTS BY WORK ELEMENT

FY 2020 UPWP

FY 2020 FHWA PL AND FTA 5305 - PROGRAM COSTS

July 1, 2019 - June 30, 2020

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	7,858.00	6,286.40	1,571.60	7,858.00
	Fringe/Indirect - MPO Program Manager		3,980.00	3,184.00	796.00	3,980.00
	Other Direct		0.00	0.00	0.00	0.00
	Total Unified Planning Work Program		\$11,838.00	\$9,470.40	\$2,367.60	\$11,838.00
TIP						
	Direct Labor - MPO Program Manager	175	6,875.75	5,500.60	1,375.15	6,875.75
	Fringe/Indirect - MPO Program Manager		3,482.50	2,786.00	696.50	3,482.50
	Other Direct		0.00	0.00	0.00	0.00
	Total Transportation Improvement Program		\$10,358.25	\$8,286.60	\$2,071.65	\$10,358.25
PPP						
	Direct Labor - MPO Program Manager	150	5,893.50	4,714.80	1,178.70	5,893.50
	Fringe/Indirect - MPO Program Manager		2,985.00	2,388.00	597.00	2,985.00
	Other Direct		1,500.00	1,200.00	300.00	1,500.00
	Total Public Participation Plan		\$10,378.50	\$8,302.80	\$2,075.70	\$10,378.50
Short Range Planning						
	Direct Labor - MPO Program Manager	235	9,233.15	7,386.52	1,846.63	9,233.15
	Fringe/Indirect - MPO Program Manager		4,676.50	3,741.20	935.30	4,676.50
	Other Direct		500.00	400.00	100.00	500.00
	Total Short Range Studies		\$14,409.65	\$11,527.72	\$2,881.93	\$14,409.65
LRTP						
	Direct Labor - MPO Program Manager	595	23,377.55	18,702.04	4,675.51	23,377.55
	Fringe/Indirect - MPO Program Manager		11,840.50	9,472.40	2,368.10	11,840.50
	Professional Services - Travel Demand Model (TDM) and LRTP Update		260,000.00	208,000.00	52,000.00	260,000.00
	Other Direct		0.00	0.00	0.00	0.00
	Total Long Range Transportation Plan		\$295,218.05	\$236,174.44	\$59,043.61	\$295,218.05
Transit Planning						
	Direct Labor - MPO Program Manager	175	6,875.75	5,500.60	1,375.15	6,875.75
	Fringe/Indirect - MPO Program Manager		3,482.50	2,786.00	696.50	3,482.50
	Other Direct		1,000.00	800.00	200.00	1,000.00
	Total Transit Planning		\$11,358.25	\$9,086.60	\$2,271.65	\$11,358.25
Administration/System Management						
	Direct Labor - MPO Program Manager	390	15,323.10	12,258.48	3,064.62	15,323.10
	Fringe/Indirect - MPO Program Manager		7,761.00	6,208.80	1,552.20	7,761.00
	Direct Labor - Administrative Assistance	25	795.25	636.20	159.05	795.25
	Fringe/Indirect - Administrative Assistance		210.25	168.20	42.05	210.25
Other Direct	Office Expenses		2,097.46	1,677.97	419.49	2,097.46
	Computer Services		5,300.00	4,240.00	1,060.00	5,300.00
	Software Maintenance/Support TransCAD		1,200.00	960.00	240.00	1,200.00
	Individual and Organizational Membership Fees		820.00	656.00	164.00	820.00
	Travel, Training, Conferences, & Mileage Reimbursement		5,000.00	4,000.00	1,000.00	5,000.00
	Total Administration/System Management		\$38,507.06	\$30,805.65	\$7,701.41	\$38,507.06

FHWA 2020	Direct Labor FHWA	1770	69,356.30	55,485.04	13,871.26	69,356.30
	Fringe/Indirect FHWA		34,935.75	27,948.60	6,987.15	34,935.75
	Other Direct (includes Professional Services for TDM & LRTP Update)		225,172.96	180,138.37	45,034.59	225,172.96
FHWA FY 2020	Grand Total FHWA PL UPWP		\$329,465.01	\$263,572.01	\$65,893.00	\$329,465.01
FTA 2020	Direct Labor FTA	175	6,875.75	5,500.60	1,375.15	6,875.75
	Fringe/Indirect FTA		3,482.50	2,786.00	696.50	3,482.50
	Other Direct (includes Professional Services for TDM & LRTP Update)		52,244.50	41,795.60	10,448.90	52,244.50
FTA FY 2020	Grand Total FTA Section 5305		\$62,602.75	\$50,082.20	\$12,520.55	\$62,602.75

NOTES:

Total Highway Planning Federal Highway Administration - FHWA

\$329,465.01	\$263,572.01	\$65,893.00	\$329,465.01
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Total Transit Federal Transit Administration - FTA

\$62,602.75	\$50,082.20	\$12,520.55	\$62,602.75
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Total FY 2020 UPWP

\$392,067.76	\$313,654.21	\$78,413.55	\$392,067.76
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FHWA Available Revenue *

\$329,465.01	\$263,572.01	\$65,893.00	\$329,465.01
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FTA Available Revenue**

\$62,602.75	\$50,082.20	\$12,520.55	\$62,602.75
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Remaining FHWA Funds

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

\$0.00	\$0.00	\$0.00	\$0.00
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Total Program Funds Remaining

\$0.00	\$0.00	\$0.00	\$0.00
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* FHWA PL Funds:

- FY 2020 Allocation - \$135,572.01 (Even distribution - \$40,000 and Population based distribution - \$95,572.01)
- Carryover from FY 2019 UPWP for TDM and LRTP Update - \$128,000.00

** FTA Section 5305 Funds:

- FY 2020 Allocation - \$29,656.00
- Carryover from FY 2019 UPWP for TDM and LRTP Update - \$20,426.20

Anticipate to use \$15,000 - \$20,000 of the FY 2021 allocation in FTA Section 5305 Funds for the TDM and LRTP Update

Technical Advisory Committee

Monday, April 8, 2019

Regular Session

Item H5

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

Staff Contact: Allan Zafft, MPO Program Manager