
Technical Advisory Committee

Monday, April 10, 2023

Regular Session

Item H2

Approval Recommendation of Final Draft FY 2024-2028 Transportation Improvement Program

Staff Contact: Allan Zafft, MPO Program Manager

TAC Agenda Report
April 10, 2023

Agenda Item No. H2

ISSUE

VOTE: Draft FY 2024-2028 Transportation Improvement Program

BACKGROUND

The Grand Island Area Metropolitan Planning Organization (GIAMPO) staff has prepared the FY 2024-2028 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 2024-2028.

The Draft FY 2024-2028 TIP has been developed by GIAMPO staff to be in compliance with regulations contained in the Infrastructure Investment and Jobs Act (IIJA) (also known as the “Bipartisan Infrastructure Law”), the most recent legislation governing the federal transportation program.

The Draft 2024-2028 TIP is enclosed.

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 2024-2028 TIP be released for public review and comment prior to Policy Board adoption.

The Draft FY 2024-2028 TIP is financially constrained, and the projects in the TIP are consistent with the 2045 Long Range Transportation Plan, including the proposed LRTP Amendment No. 5.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

GIAMPO staff provided an overview of the project listings (preliminary draft version) from the FY 2024-2028 TIP at the GIAMPO Non-Motorized Subcommittee meeting on March 22, 2023.

RECOMMENDATION

Approve Draft FY 2024-2028 TIP and release it for public review and comment.

STAFF CONTACT

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Transportation Improvement Program

Fiscal Years 2024 – 2028

Grand Island Area Metropolitan Planning Organization



April 2023 (Draft)



May 2023

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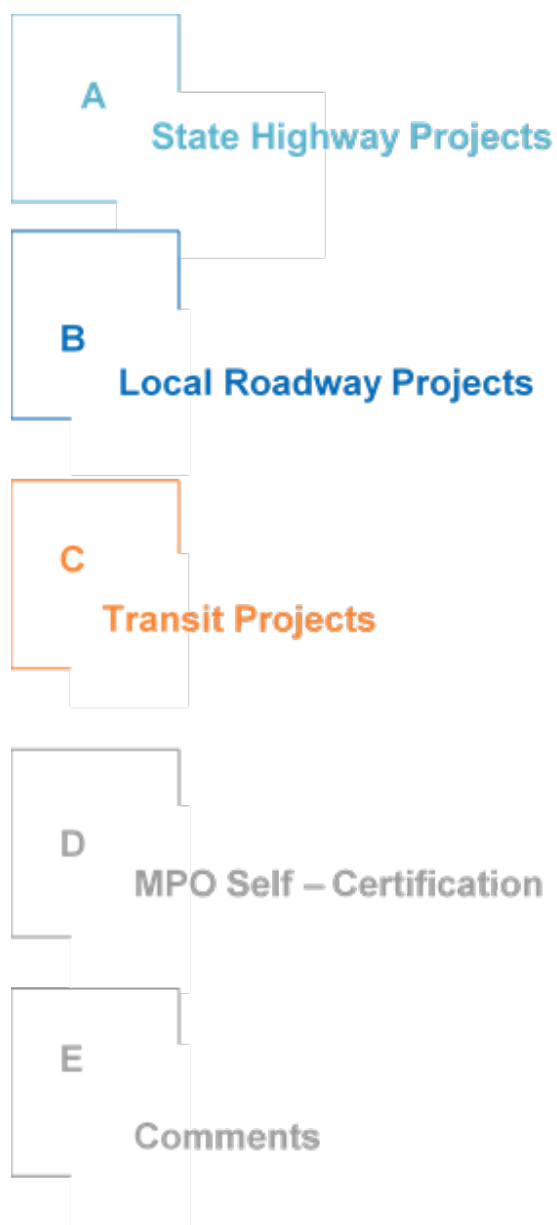
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Abbreviations and Acronyms

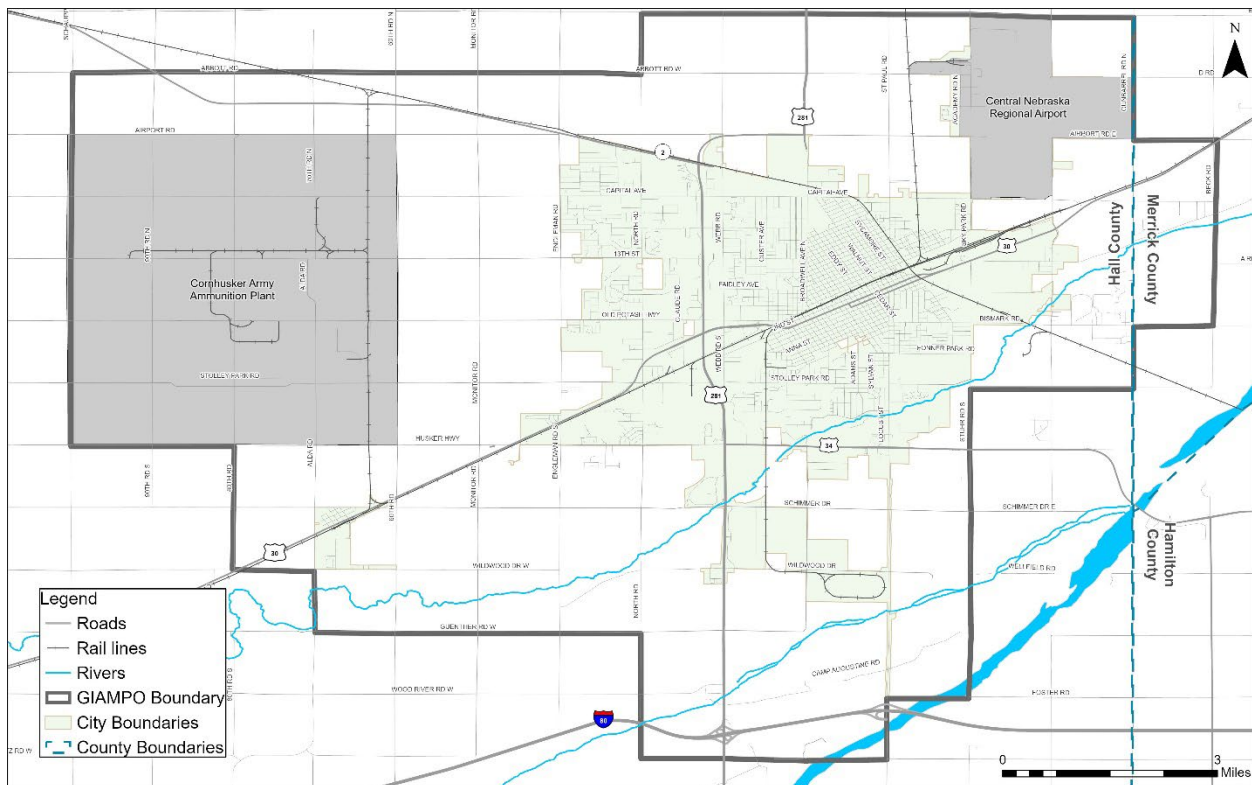
AC	Advanced Construction
CMAQ	Congestion Mitigation and Air Quality Program
CY	Calendar Year
DOT	Department of Transportation
EA	Earmark
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GIAMPO	Grand Island Area Metropolitan Planning Organization
SFTY	Highway Safety Improvement Program (includes Rail Safety)
IIJA	Infrastructure Investment and Jobs Act
MPO	Metropolitan Planning Organization
NDOT	Nebraska Department of Transportation
NHPP	National Highway Performance Program
NHS	National Highway System
PM	Performance Management
PTASP	Public Transportation Agency Safety Plan
SMS	Safety Management Systems
STIP	Statewide Transportation Improvement Program
STPG	Surface Transportation Block Grant Program
TAM	Transit Asset Management
TERM	Transit Economic Requirements Model
TIP	Transportation Improvement Program
TPM	Transportation Performance Management
ULB	Useful Life Benchmark
USDOT	United States Department of Transportation
VMT	Vehicle Miles Traveled

VRM	Vehicle Revenue Mile
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 Fixing America's Surface Transportation Act or "FAST Act" became law in 2015 which authorizes surface transportation programs and continues the basic planning requirements. The Infrastructure Investment and Jobs Act (IIJA) (also known as the "Bipartisan Infrastructure Law"), became law in 2021 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 2024–2028. 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. The financial plan is shown on page 17, which summarizes the TIP financial resources.

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
Bethany Guzinski, Councilwoman	City of Grand Island
Doug Lanfear, Councilman	City of Grand Island
Jack Sheard, Councilman	City of Grand Island
Ron Peterson, District 7 Commissioner	Hall County Board of Commissioners
Gary Quandt, District 6 Commissioner	Hall County Board of Commissioners
Pat O'Neill, Chairman	Hall County Planning Commission
Vicki Kramer, Director	Nebraska Department of Transportation
James Simerl, Acting Division Administrator	FHWA Nebraska Division (Ex-Facto)
Mokhtee Ahmad, Regional Administrator	FTA Region VII (Ex-Facto)

Current Membership of the Technical Advisory Committee

Voting

Laura McAloon, Interim City Administrator	City of Grand Island
Chad Nabity, Director	Hall County Regional Planning Dept.
Vacant, City Engineer/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
Don Robb, Public Works Director	Hall County
Mike Meyer, Highway Superintendent	Merrick 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
Kurtis Nosal, Assistant Planning Engineer	Nebraska Department of Transportation
Kelli O'Brien	Union Pacific Railroad
Jeremy Wegner	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 2023-2024, 2024-2025, 2025-2026, 2026-2027 and 2027-2028. 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 2045 Long Range Transportation Plan, 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 February 23, 2021. 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 2026 and 2045. 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 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 three (3) projects for highway resurfacing, two (2) projects for repairs/overlays, one (1) project for intersection improvements/bridge repair, one (1) project for cable media barrier, one (1) project for urban improvements, one (1) project for wetlands mitigation and one (1) project to construct a 4-lane divided roadway on a 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, one (1) project to reconstruct a section of Locust Street, one (1) project to construct an extension of Claude Road and one (1) project to construct a grade separated viaduct on Broadwell Avenue over the Union Pacific Railroad.

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 to continue to provide public transit services using unexpended FTA Section 5311(rural) funds during a transitional period. In April 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 with a public transportation services provider up to a three year period. This interlocal agreement was renewed in April 2019 for a term of one year with an automatic renewal thereafter for successive terms of one year each unless either the City of Grand Island or Hall County provides written notice not less than 90 days prior to the termination of the then current term.

The City of Grand Island in coordination with GIAMPO began the process to develop the Transit Development Plan (TDP), also known as GO GI Transit, in October 2021, and the GIAMPO Policy Board adopted the TDP in February 2023. The TDP addresses transit and mobility needs, cost and revenue projections, community transit goals and objectives, and potential future transit service options. It includes an implementation plan for the preferred option over the next 20 years and a financial analysis of this option to capture both funded and unmet needs. The TDP 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 16.

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 the FAST Act transportation bill, and continuing in the Infrastructure Investment and Jobs 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].
- **Transit Safety** is established to focus on improving transit safety performance for all modes of public transportation through the reduction of safety events, fatalities and injuries [49 CFR § 673].

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 2023) safety performance targets set in August 2023. The targets are:

Performance Measure	Baseline (2017-2021)*	Target (2019-2023)*
Number of Fatalities	232.0	254.0
Fatality Rate (per 100 million VMT)**	1.118	1.300
Number of Serious Injuries	Unavailable	1,319.0
Serious Injury Rate (per 100 million VMT)**	Unavailable	6.044
Number of Non-motorized Fatalities and Serious Injuries	Unavailable	117.8

Source: Nebraska Department of Transportation

*Statewide baseline performance and calendar year target are recorded as a 5-year rolling average

**VMT is vehicles miles traveled

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 Condition

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 every four years.

GIAMPO has agreed to support the statewide targets for infrastructure condition performance measures for the 4-year performance period (CY 2022-2025) set in October 2022. The targets are:

Performance Measure	Baseline	2-Year Target	4-Year Target
% of Interstate Pavements in Good Condition	77.5%	65.0%	65.0%
% of Interstate Pavements in Poor Condition	0.1%	5.0%	5.0%
% of Non-Interstate NHS Pavements in Good Condition	56.0%	40.0%	40.0%
% of Non-Interstate NHS Pavements in Poor Condition	2.3%	10.0%	10.0%
% of NHS Bridges by Deck Area Classified as in Good Condition	57.7%	55.0%	55.0%
% of NHS Bridges by Deck Area Classified as in Poor Condition	2.0%	10.0%	10.0%

Source: Nebraska Department of Transportation

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

System Operations 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 every four years.

GIAMPO has agreed to support the statewide targets for system operations performance measures for the 4-year performance period (CY 2022-2025) set in October 2022 (Nebraska exempt from CMAQ measures this performance period). The targets are:

Performance Measure	Baseline	2-Year Target	4-Year Target
% of the Person-Miles Traveled on the Interstate That Are Reliable	98.8%	98.5%	98.5%
% of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	96.2%	92.0%	92.0%
Truck Travel Time Reliability (TTTR) Index (the Freight Reliability measure)	1.14	1.20	1.20

Source: Nebraska Department of Transportation

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 FTA TERM** scale

Source: Nebraska Department of Transportation

*ULB is Useful Life Benchmark

**TERM is Transit Economics Requirements Model

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

Transit Safety

Under the Public Transportation Agency Safety Plan (PTASP) Final Rule, public transit agencies receiving federal funds under the FTA's Urbanized Area Formula Grants are required to publish safety plans that include processes and procedures to implement Safety Management Systems (SMS). As part of these PTASP plans, public transit agencies must include performance targets based on the safety performance measures established in the National Public Transportation Safety Plan for their operations. Public transit agencies are required to have their PTASP plans in place by December 31, 2020 and share the safety performance targets with their MPO and State.

The CRANE Public Transportation Agency Safety Plan was completed in December 2020. The safety targets for CRANE Public Transit are identified in the Long Range Transportation Plan. The targets are:

Category	Performance Target	2021 Baseline	Target
Fatalities	Total	0	0
	Rate per 100,000 VRM*	0	0
Injuries (Major/Minor)	Total	TBD**	Reduction from 2024 Baseline
	Rate per 100,000 VRM	TBD	Reduction from 2024 Baseline
Safety Events (Minor/Major)	Total	TBD	Reduction from 2024 Baseline
	Rate per 100,000 VRM	TBD	Reduction from 2024 Baseline
System Reliability (Minor/Major)	VRM Between Failures	TBD	Reduction from 2024 Baseline

Source: Crane Public Transportation Agency Safety Plan, 2020

*VRM is Vehicle Revenue Mile

**TBD-To be determined in 2024 as GIAMPO will not publish a 2021 baseline for these measures

GIAMPO supports these targets by reviewing and programming transit projects relating to safety 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.

Financial Constraint Summary

Grand Island Area Metropolitan Planning Organization (GIAMPO)
Transportation Improvement Program
Fiscal Years 2024-2028
Financial Constraint Projects
(\$1,000's)

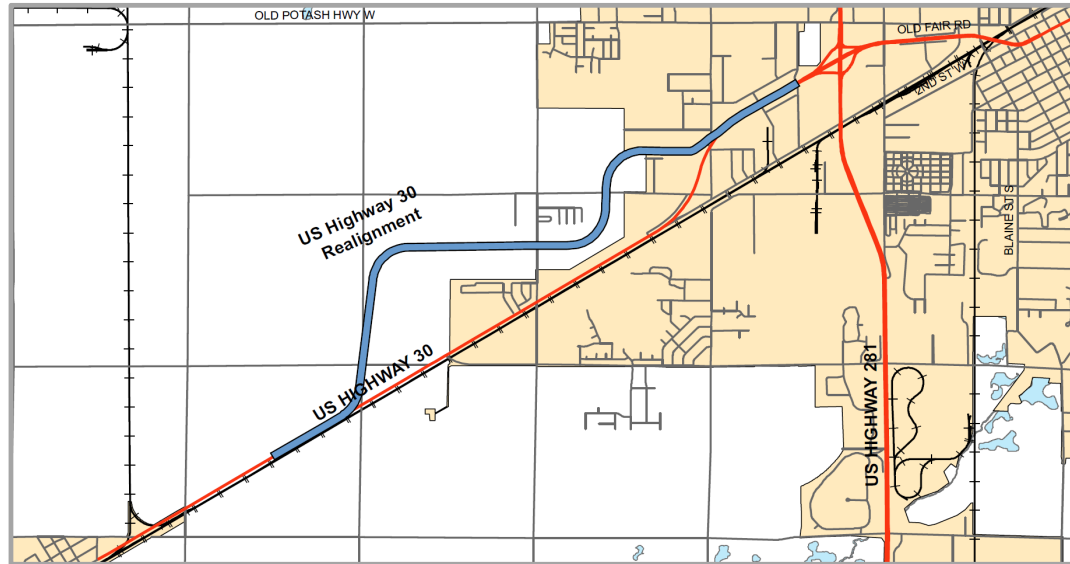
Federal Highway Administration	2024	2025	2026	2027	2028	Total
National Highway Performance Program (NHPP)	\$410	\$9,730	\$868	\$9,927	\$0	\$20,935
Highway Safety Improvement Program, includes Rail Safety (SFTY)	\$0	\$0	\$6,524	\$1,376	\$23,440	\$31,340
Surface Transportation Block Grant Program (STPG)	\$0	\$2,134	\$0	\$0	\$0	\$2,134
Nebraska Department of Transportation	\$32,174	\$2,966	\$942	\$0	\$0	\$36,082
City of Grand Island	\$8,805	\$2,898	\$2,985	\$2,826	\$5,860	\$23,374
	\$41,389	\$17,728	\$11,319	\$14,129	\$29,300	\$113,865

Federal Transit Administration	2024	2025	2026	2027	2028	Total
Section 5307	\$3,013	\$3,129	\$1,522	\$1,753	\$0	\$9,416
Section 5311	\$78	\$108	\$129	\$155	\$0	\$469
Section 5339	\$470	\$0	\$0	\$0	\$0	\$470
Nebraska Department of Transportation	\$36	\$50	\$60	\$72	\$0	\$219
City of Grand Island	\$1,099	\$1,193	\$1,173	\$1,390	\$0	\$4,855
Hall County	\$36	\$50	\$60	\$72	\$0	\$219
	\$4,732	\$4,530	\$2,944	\$3,442	\$0	\$15,648

NOTE: The financial table above illustrates the identified funding for the projects included in the tables for FY 2024-2028.

A State Highway 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 - 308.88

Length (SLM): 3.71

Project Sponsor: NDOT

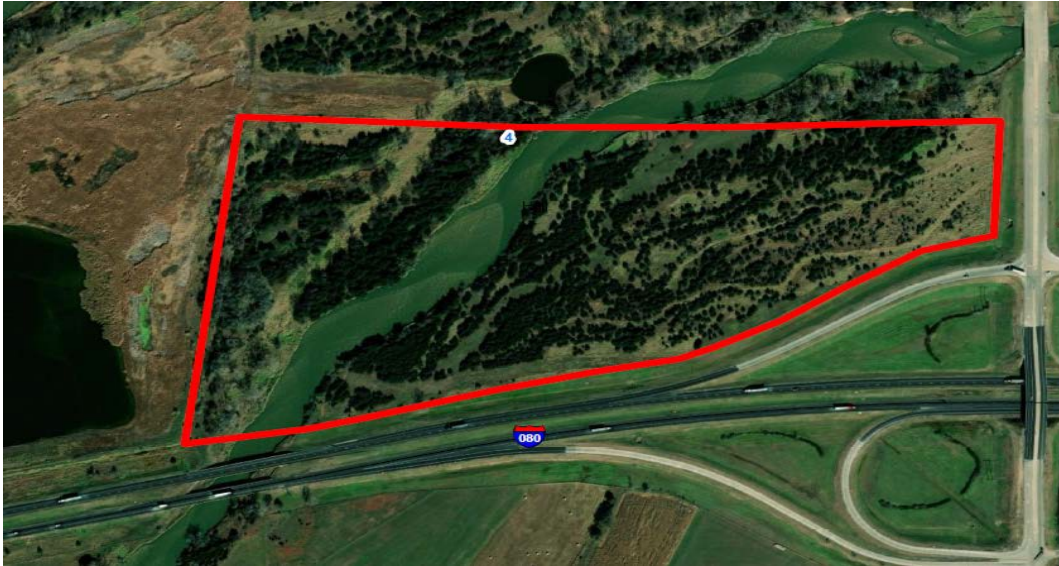
District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2022	PE	Local	Grand Island	\$195
2022	PE	State	NDOT	\$2,448
2023	ROW	Local	Grand Island	\$495
2023	ROW	State	NDOT	\$7,526
2024	CONST/CE	Local	Grand Island	\$3,805
2024	CONST/CE	State	NDOT	\$31,230
Total Project Estimate				\$45,699

Notes: PE in YOE 2022 and ROW in YOE 2023 are not reflected in Financial Constraint Table. This project is in progress.

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, Begin RP - 0.00

Length (SLM): 0.0

Project Sponsor: NDOT

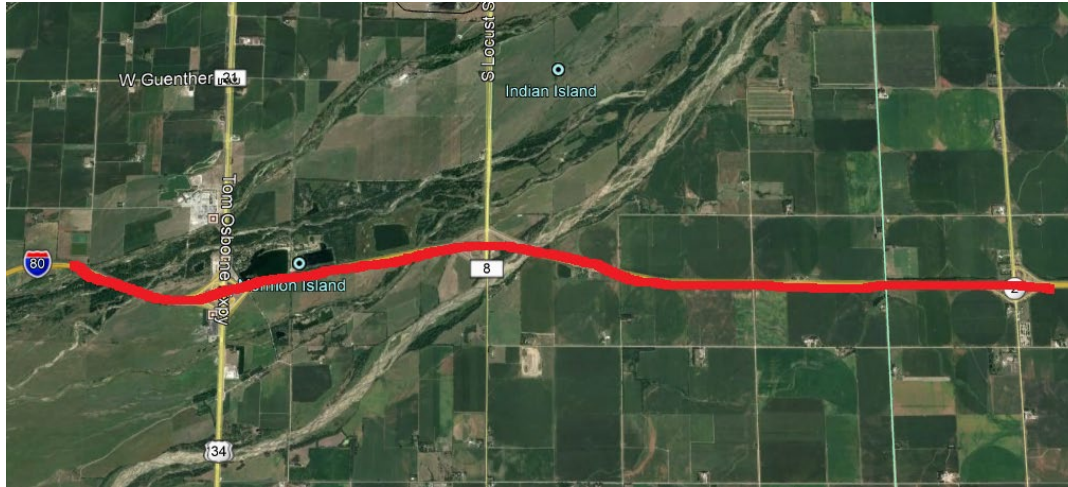
District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2021	PE	State	NDOT	\$230
2024	CONST/CE	State	NDOT	\$898
Total Project Estimate				\$1,128

Notes: PE in YOE 2021 is not reflected in Financial Constraint Table. This project is in progress.

TIP #: 2022-001 **State ID:** 42920 **Project #:** NH-80-6(118) **Project Name:** Platte River - Phillips



Description: Crack Seal

HWY: I-80

Location: Hall County and Hamilton County
on I-80 from RP 310.88 to RP 318.58

Length (SLM): 7.7

Project Sponsor: NDOT

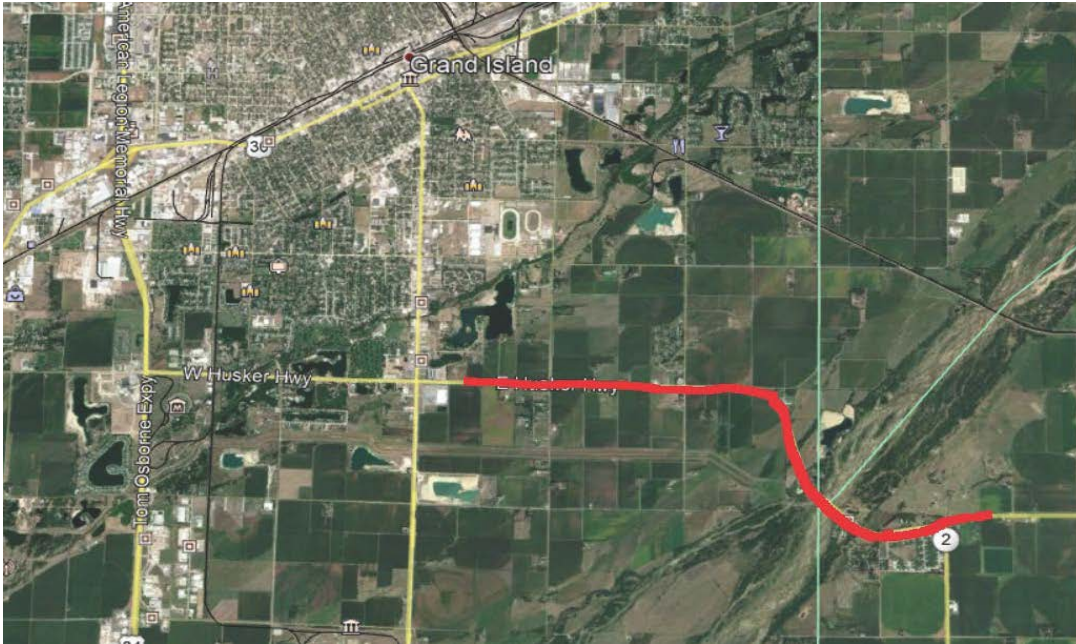
District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2022	PE	State	NDOT	\$3
2024	CONST/CE	State	NDOT	\$17
2024	CONST/CE	Federal	NHPP	\$156
Total Project Estimate				\$176

Notes: PE in YOE 2022 is not reflected in Financial Constraint Table. This project is in progress.

TIP #: 2022-002 **State ID:** 42933 **Project #:** STP-34-4(135) **Project Name:** Grand Island - Phillips



Description: Resurfacing

HWY: US-34

Location: Hall County on US-34 from RP 233.32 to RP 237.88

Length (SLM): 4.56

Project Sponsor: NDOT

District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2023	PE	State	NDOT	\$1
2025	CONST/CE	State	NDOT	\$533
2025	CONST/CE	Federal	STPG	\$2,134
Total Project Estimate				\$2,668

Notes: PE in YOE 2023 is not reflected in Financial Constraint Table. This project is in progress.

TIP #: 2022-005 **State ID:** 42921 **Project #:** NH-80-6(119) **Project Name:** Wood River - Platte River



Description: Crack Seal

HWY: I-80

Location: I-80 from approx 0.9 mi W. N-11 grade sep to Platte River at Gl. RP 299.25 - RP 310.88

Length (SLM): 11.63

Project Sponsor: NDOT

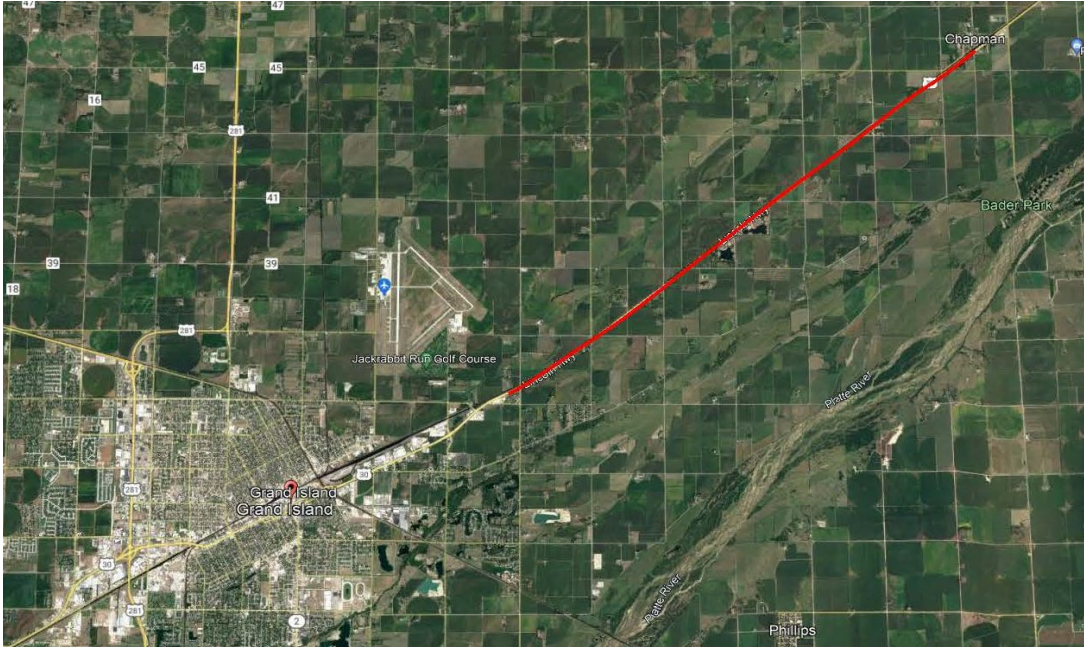
District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2022	PE	State	NDOT	\$1
2024	CONST/CE	State	NDOT	\$28
2024	CONST/CE	Federal	NHPP	\$254
Total Project Estimate				\$283

Notes: PE in YOE 2022 is not reflected in Financial Constraint Table. This project is in progress.

TIP #: 2022-006 **State ID:** 42929 **Project #:** NH-30-5(139) **Project Name:** Chapman West



Description: Resurfacing, Lighting

HWY: US-30

Location: US-30 from the Merrick Co Line to Chapman. RP 319.02 - RP 327.06

Length (SLM): 8.04

Project Sponsor: NDOT

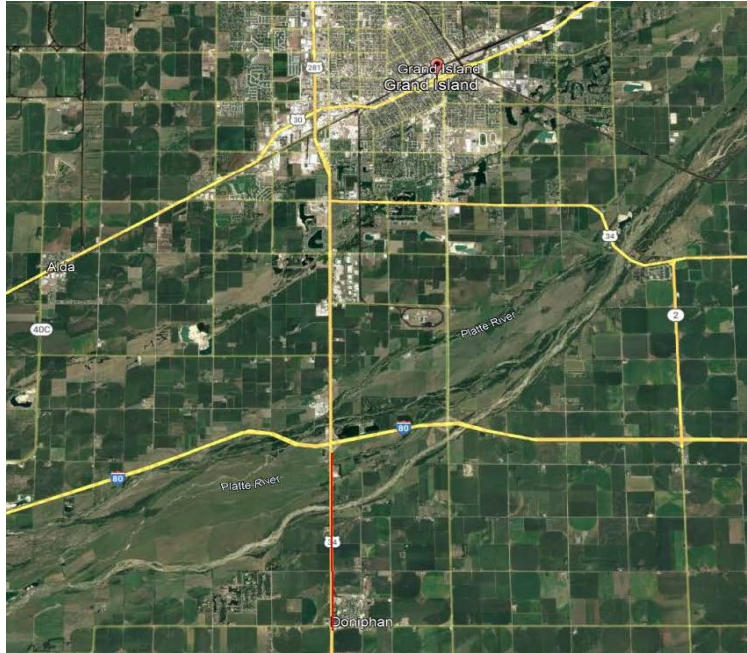
District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2022	PE	State	NDOT	\$217
2023	ROW	State	NDOT	\$26
2025	CONST/CE	State	NDOT	\$1,086
2025	CONST/CE	Federal	NHPP	\$4,343
Total Project Estimate				\$5,672

Notes: PE in YOE 2022 and ROW in YOE 2023 are not reflected in Financial Constraint Table. This project is in progress.

TIP #: 2022-007 **State ID:** 42944 **Project #:** NH-34-4(136) **Project Name:** Doniphan - I-80



Description: Resurfacing, Bridge Repair

HWY: US-34

Location: US-34 from Doniphan to I-80. RP 222.87 - RP 226.23

Length (SLM): 3.36

Project Sponsor: NDOT

District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2023	PE	State	NDOT	\$237
2025	CONST/CE	State	NDOT	\$1,347
2025	CONST/CE	Federal	NHPP	\$5,387
Total Project Estimate				\$6,971

Notes: PE in YOE 2023 is not reflected in Financial Constraint Table. This project is in progress.

TIP #: 2024-001 **State ID:** 42918 **Project #:** NH-2-4(114) **Project Name:** Grand Island West



Description: Intersection Improvements, Bridge Replacement

HWY: N-2

Location: N-2 and Engleman Road intersection and Silver Creek Bridge (east of this intersection). Begin RP - 354.2

Length (SLM): 0.24

Project Sponsor: NDOT

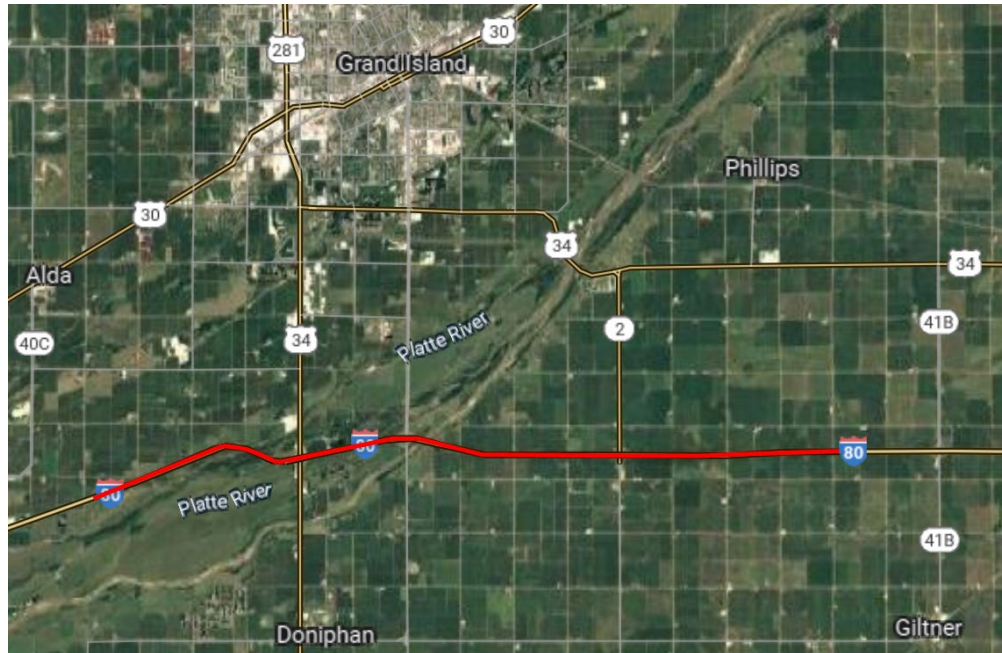
District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2023	PE	State	NDOT	\$1
2026	CONST/CE	State	NDOT	\$217
2026	CONST/CE	Federal	NHPP	\$868
Total Project Estimate				\$1,086

Notes: PE in YOE 2023 is not reflected in Financial Constraint Table. This project is in progress.

TIP #: 2024-002 **State ID:** 42988 **Project #:** HSIP-80-6(125) **Project Name:** Alda - Giltner



Description: Cable Median Barrier

HWY: I-80

Location: Hall and Hamilton County on I-80
from RP 307.81 to RP 322.19

Length (SLM): 14.38

Project Sponsor: NDOT

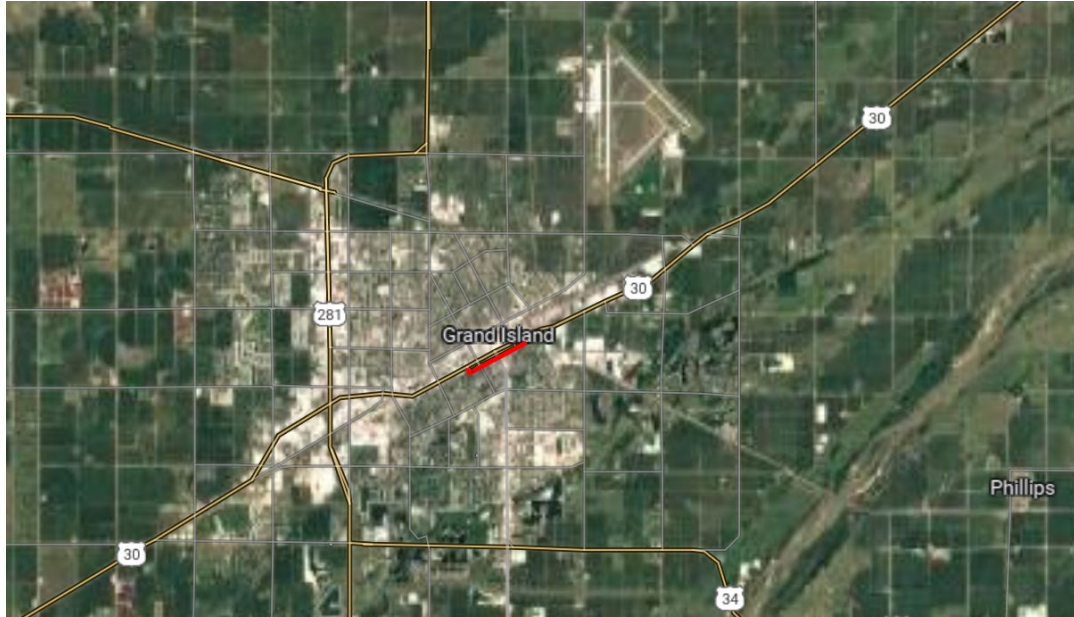
District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2024	PE	State	NDOT	\$1
2026	CONST/CE	State	NDOT	\$725
2026	CONST/CE	Federal	SFTY	\$6,524
Total Project Estimate				\$7,250

Notes:

TIP #: 2024-003 **State ID:** 42948 **Project #:** NH-30-4(164) **Project Name:** US-30 in Grand Island



Description: Urban - Construction of curbed roadway in an urban area. May include grading, structure, and incidental work.

HWY: US-30

Location: Hall County on US-30 from RP 314.90 to RP 315.85

Length (SLM): 1.0

Project Sponsor: NDOT

District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2023	PE	State	NDOT	\$1
2027	CONST/CE	Local	Grand Island	\$2,482
2027	CONST/CE	Federal	NHPP	\$9,927
Total Project Estimate				\$12,410

Notes: PE in YOE 2023 is not reflected in Financial Constraint Table. This project is in progress.

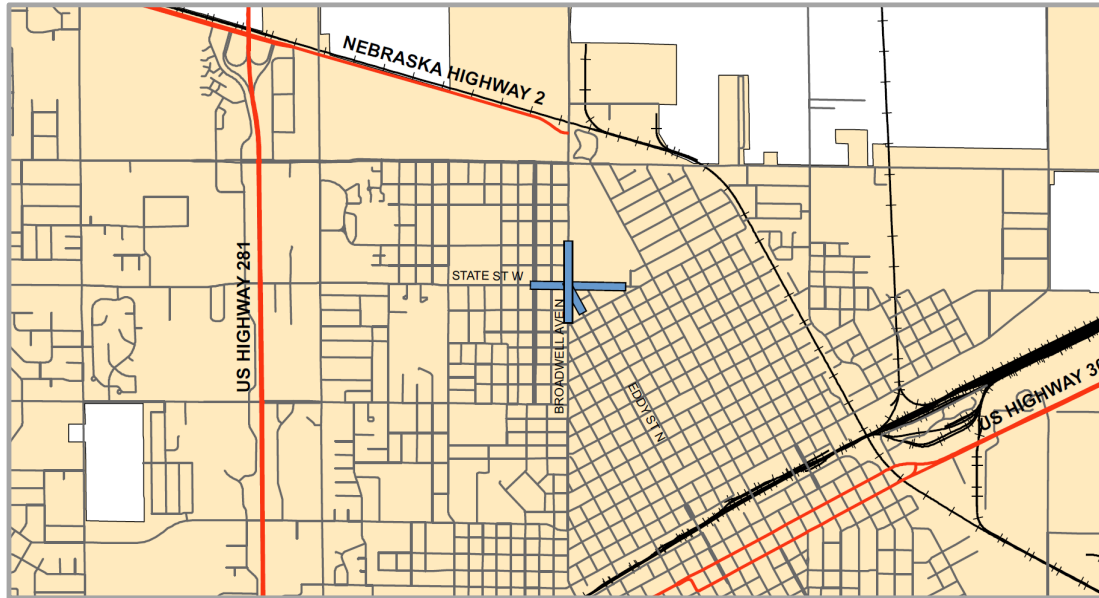
Status of Previous Years for State Agency Sponsored Projects

Project Sponsor	TIP ID	Project Name	Location	Description	YOE	Phase	Funding Description	Estimate (\$1,000)	Status
NDOT	2016-004	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 - 308.88	4 lane divided roadway on new alignment	2022	PE	Grand Island	\$195	Change Const/CE from FY 2023 to FY 2024. Revise estimate
					2022	PE	NDOT	\$2,448	
					2023	ROW	Grand Island	\$495	
					2023	ROW	NDOT	\$7,526	
					2024	CONST/CE	Grand Island	\$3,805	
					2024	CONST/CE	NDOT	\$31,230	
NDOT	2020-001	In Grand Island & South (SB)	US-34 from 2.2 mi south of Grand Island north to N Jct US-281 / W Jct N-2, RP - 226.74	Resurfacing	2021	PE	NDOT	\$425	Project letting on 03/02/23; Construction in 2023
					2023	CONST/CE	NHPP	\$5,607	
					2023	CONST/CE	NDOT	\$1,402	
NDOT	2020-002	District 4 Wetland Bank	Adjacent to existing Mormon Island Mitigation Bank, RP - 0.00	Survey, design, construct and monitor a wetland mitigation site	2021	PE	NDOT	\$230	Change Const/CE from FY 2023 to FY 2024
					2024	CONST/CE	NDOT	\$898	
NDOT	2022-001	Platte River - Phillips	Hall and Hamilton County on I-80 from MM 310.88 to 318.58	Crack Seal	2022	PE	NDOT	\$3	Change Const/CE from FY 2023 to FY 2024
					2024	CONST/CE	NDOT	\$17	
					2024	CONST/CE	NHPP	\$156	
NDOT	2022-002	Grand Island - Phillips	Hall County MM 233.32 to MM 237.88	Resurfacing	2023	PE	NDOT	\$1	Change PE from FY 2022 to FY 2023. Revise description
					2025	CONST/CE	NDOT	\$533	
					2025	CONST/CE	STPG	\$2,134	
NDOT	2022-005	Wood River - Platte River	I-80 from approx 0.9 mi W. N-11 grade sep to Platte River at Gl. RP 299.25 - RP 310.88	Crack Seal	2022	PE	NDOT	\$1	Change Const/CE from FY 2023 to FY 2024
					2024	CONST/CE	NDOT	\$28	
					2024	CONST/CE	NHPP	\$254	
NDOT	2022-006	Chapman West	US-30 from the Merrick Co Line to Chapman. RP 319.02 - RP 327.06	Resurfacing, Lighting	2022	PE	NDOT	\$217	Add ROW in 2023. Revise description and estimate
					2023	ROW	NDOT	\$26	
					2025	CONST/CE	NDOT	\$1,086	
					2025	CONST/CE	NHPP	\$4,343	
NDOT	2022-007	Doniphan - I-80	US-34 from Doniphan to I-80. RP 222.87 - RP 226.23	Resurfacing Bridge Repair	2023	PE	NDOT	\$237	Change PE from FY 2022 to FY 2023. Revise description and estimate
					2025	CONST/CE	NDOT	\$1,347	
					2025	CONST/CE	NHPP	\$5,387	



B Local Roadway Projects

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



Description: Intersection Improvements (Roundabout)

HWY: Broadwell Avenue

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

Length (SLM): 0.4

Project Sponsor: Grand Island

District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2019	PE	Local	Grand Island	\$80
2019	PE	Federal	HSIP	\$318
2021	ROW	Local	Grand Island	\$91
2021	ROW	Federal	HSIP	\$366
2022	CONST/CE	Local	Grand Island	\$684
2022	CONST/CE	Federal	HSIP	\$1,956
Total Project Estimate				\$3,495

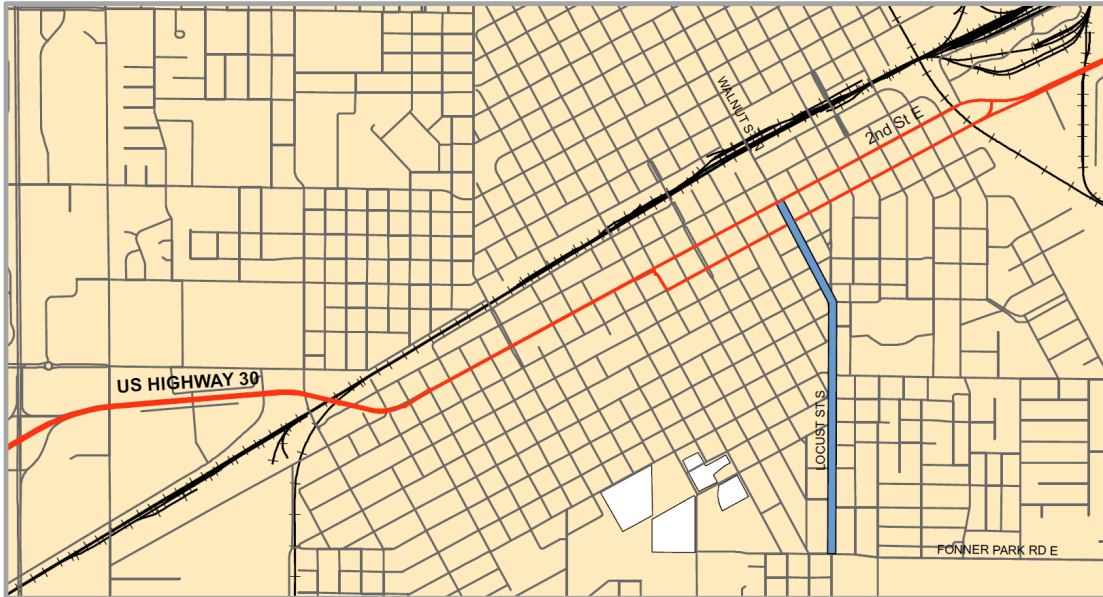
Notes: YOE 2019, 2021, and 2022 are not reflected in Financial Constraint Table. This project is scheduled for completion in fall 2023.

TIP #: 2022-008

State ID:

Project #:

Project Name: Locust Street Improvements



Description: Reconstruction

HWY: Locust St./Walnut St.

Location: Locust St./Walnut St. - 2nd St. to
Fonner Park Rd.

Length (SLM): 1.0

Project Sponsor: Grand Island

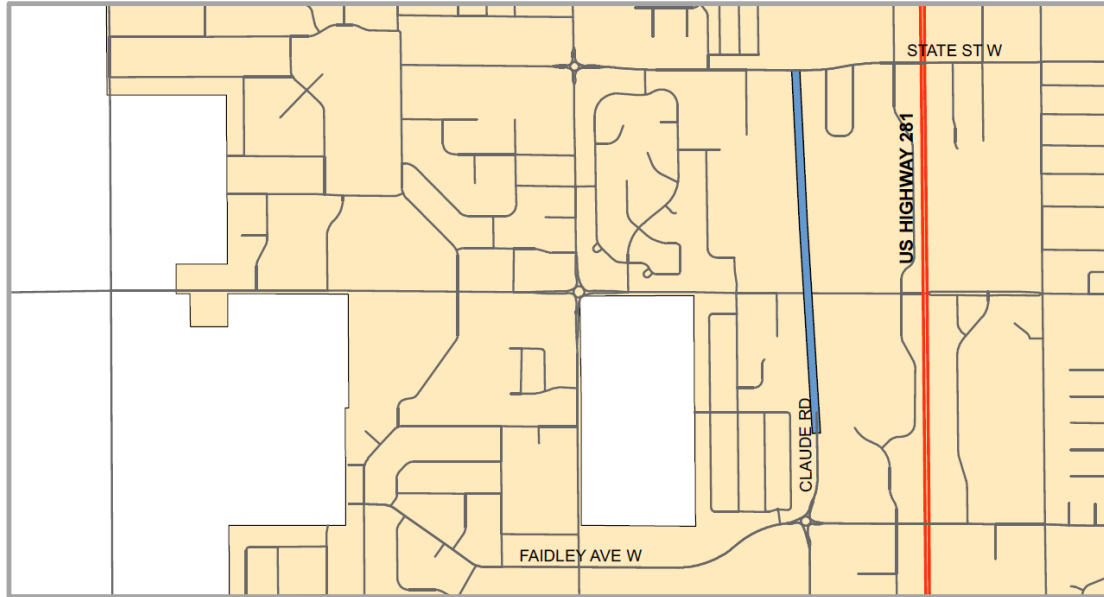
District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2022	PE	Local	Grand Island	\$450
2023	PE	Local	Grand Island	\$450
2025	CONST/CE	Local	Grand Island	\$2,898
2026	CONST/CE	Local	Grand Island	\$2,985
Total Project Estimate				\$6,783

Notes: YOE 2022 is not reflected in Financial Constraint Table. This project is in progress.

TIP #: 2023-001 **State ID:** **Project #:** **Project Name:** Claude Road Extension



Description: New Road. Curb and gutter roadway section with associated sidewalk, traffic control, drainage improvements and connections to Dier Avenue.

HWY: Claude Road

Location: Claude Road - Faidley Avenue to State Street

Length (SLM): 0.9

Project Sponsor: Grand Island

District #: 4

A/Q Status: Exempt

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2022	PE/ROW	Local	Grand Island	\$750
2023	PE	Local	Grand Island	\$300
2024	CONST/CE	Local	Grand Island	\$5,000
Total Project Estimate				\$6,050

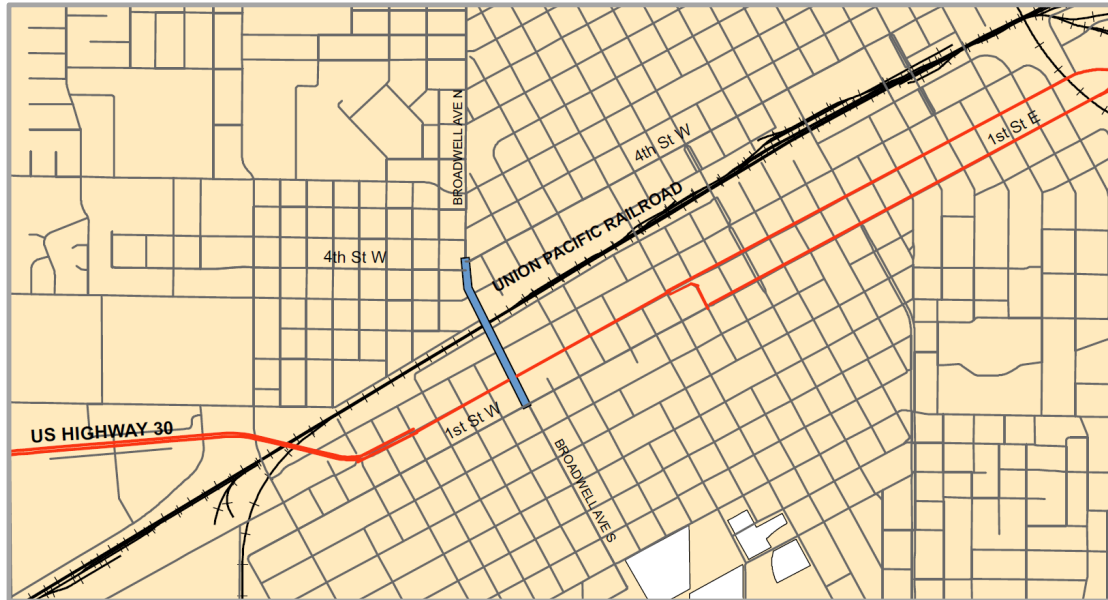
Notes: YOE 2022 and YOE TBD are not reflected in Financial Constraint Table. This project is in progress.

TIP #: 2023-002

State ID: 43009

Project #: RRZ-40(68)

Project Name: Broadwell Avenue Viaduct



Description: Construct grade separated viaduct over the UPRR. This includes the intersection at Broadwell Avenue and US-30/2nd Street being reconstructed to accommodate the grade change associated with the structure.

HWY: Broadwell Avenue

Location: Broadwell Avenue from 1st Street, approx. 300 feet southeast of US-30/2nd Street, to 4th Street, approx. 1,500 feet north of US-30/2nd Street

Length (SLM): 1.0

Project Sponsor: Grand Island

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)*
2023	PE	Federal	SFTY	\$2,552
2023	PE	Local	Grand Island	\$638
2027	ROW	Federal	SFTY	\$1,376
2027	ROW	Local	Grand Island	\$344
2028	UTILITIES	Federal	SFTY	\$384
2028	UTILITIES	Local	Grand Island	\$96
2028	CONST/CE	Federal	SFTY	\$23,056
2028	CONST/CE	Local	Grand Island	\$5,764
Total Project Estimate				\$34,210

District #: 4

A/Q Status: Exempt

Notes: YOE 2023 is not reflected in Financial Constraint Table. This project is in progress.

* The TIP amounts for Grand Island are subject to decrease because the UPRR is anticipated to provide a portion of funding to the local match.

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	2018-003	5-Points Intersection Improvements	Broadwell Avenue, State Street, and Eddy Street intersection	Intersection Improvements (Roundabout)	2019	PE	Grand Island	\$80	Project is scheduled for completion in fall 2023.
					2019	PE	HSIP	\$318	
					2021	ROW	Grand Island	\$91	
					2021	ROW	HSIP	\$366	
					2022	CONST/CE	Grand Island	\$684	
					2022	CONST/CE	HSIP	\$1,956	
Grand Island	2020-004	Old Potash Highway Improvements	Old Potash Highway from North Road to Webb Road and Claude Road from Old Potash Highway to Faidley Avenue	Widening and Intersection Improvements, including an extension of Claude Road	2019	PE	Grand Island	\$1,713	Project is scheduled for completion in FY 2023.
					2020	ROW	Grand Island	\$2,080	
					2021	CONST/CE	Grand Island	\$9,162	
					2022	CONST/CE	Grand Island	\$4,975	
Grand Island	2021-004	Broadwell Ave./ UPRR - Planning & Environment	Broadwell Ave. - Faidley Ave. to Anna St.	Broadwell Ave./ UPRR - Planning & Environmental Study	2019	Planning	Grand Island	\$81	Project is scheduled for completion in FY 2023.
					2020	Planning	Grand Island	\$147	
					2021	Planning	Grand Island	\$184	
Grand Island	2021-006	North Road Improvements - Capital Ave. to 13th St.	North Rd. - Capital Ave. to 13th St.	Curb and gutter roadway section with associated sidewalk, traffic control, drainage improvements.	2019	PE	Grand Island	\$100	Project is completed.
					2020	PE	Grand Island	\$114	
					2020	ROW	Grand Island	\$20	
					2021	PE	Grand Island	\$139	
					2021	CONST/CE	Grand Island	\$2,169	
					2022	CONST/CE	Grand Island	\$1,512	
Grand Island	2021-007	North Road Improvements - 13th St. to Old Potash	North Rd. - 13th St. to Old Potash Hwy.	Curb and gutter roadway section with associated sidewalk, traffic control, drainage improvements.	2019	PE	Grand Island	\$90	Project is scheduled for completion in FY 2023.
					2020	PE	Grand Island	\$130	
					2021	PE	Grand Island	\$10	
					2021	ROW	Grand Island	\$20	
					2022	CONST/CE	Grand Island	\$4,800	
Grand Island	2022-003	North Road Improvements - Old Potash to Hwy 30	North Rd. - Old Potash Hwy. to Hwy. 30	Curb and gutter roadway section with associated sidewalk, traffic control, drainage improvements.	2020	PE	Grand Island	\$115	Project is scheduled for completion in FY 2023.
					2021	PE	Grand Island	\$80	
					2021	ROW	Grand Island	\$7	
					2023	CONST/CE	Grand Island	\$2,500	
					2024	CONST/CE	Grand Island	\$2,700	
Grand Island	2022-004	Capital Ave. Improvements	Capital Ave. - North Rd. to Moores Creek	Curb and gutter roadway section with associated sidewalk, traffic control, drainage improvements.	2020	PE	Grand Island	\$30	Project is completed.
					2021	PE	Grand Island	\$110	
					2021	CONST/CE	Grand Island	\$20	
					2022	PE	Grand Island	\$85	
					2022	CONST/CE	Grand Island	\$2,000	

Project Sponsor	TIP ID	Project Name	Location	Description	YOE	Phase	Funding Description	Federal (\$1,000)	Status
Grand Island	2022-008	Locust Street Improvements	Locust St./Walnut St. - 2nd St. to Fonner Park Rd.	Reconstruction	2022	PE	Grand Island	\$450	Change Const/CE from 2024 & 2025 to 2025 & 2026
					2023	PE	Grand Island	\$450	
					2025	CONST/CE	Grand Island	\$2,898	
					2026	CONST/CE	Grand Island	\$2,985	
Grand Island	2023-001	Claude Road Extension	Claude Road - Faidley Avenue to State Street	New Road. Curb and gutter roadway section with associated sidewalk, traffic control, drainage improvements and connections to Dier Avenue.	2022	PE/ROW	Grand Island	\$750	Change Const/CE from TBD to 2024
					2023	PE	Grand Island	\$300	
					2024	CONST/CE	Grand Island	\$5,000	
Grand Island	2023-002	Broadwell Avenue Viaduct	Broadwell Avenue from 1st Street, approx. 300 feet southeast of US-30/2nd Street, to 4th Street, approx. 1,500 feet north of US-30/2nd Street	Construct grade separated viaduct over the UPRR. This includes the intersection at Broadwell Avenue and US-30/2nd Street being reconstructed to accommodate the grade change associated with the structure.	2023	PE	Grand Island	\$638	No change
					2023	PE	SFTY	\$2,552	
					2027	ROW	Grand Island	\$344	
					2027	ROW	SFTY	\$1,376	
					2028	CONST/CE	Grand Island	\$96	
					2028	CONST/CE	SFTY	\$384	
					2028	CONST/CE	Grand Island	\$5,764	
					2028	CONST/CE	SFTY	\$23,056	

C Transit Projects

TIP #: 2022-001T **State ID:** N/A **Project Name:** Operations - Urban Transit Operating Assistance **Length (SLM):** N/A
Project #: **Project Sponsor:** Grand Island **District #** 4 **A/Q Status:** Exempt
HWY: N/A **Location:** Grand Island Urbanized Area

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2024	OPR	Federal	5307	\$973
2024	OPR	Local	Grand island	\$722 *
2025	OPR	Federal	5307	\$1,201
2025	OPR	Local	Grand island	\$961 *
2026	OPR	Federal	5307	\$1,394
2026	OPR	Local	Grand island	\$1,141 *
2027	OPR	Federal	5307	\$1,625
2027	OPR	Federal	Grand island	\$1,358 *
Total Project Estimate				\$9,375

Description: 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 and transit planning), training expenses)

Notes: YOE 2024: FTA 5307 - \$973 (Operating - \$638, Bus Support Equipment/Facilities - \$12, Other Capital Items (Bus) - \$203 and Planning - \$120) and Local - \$722 (Operating - \$638, Bus Support Equipment/Facilities - \$3, Other Capital Items (Bus) - \$51 and Planning - \$30).
YOE 2025: FTA 5307 - \$1,201 (Operating - \$881, Bus Support Equipment/Facilities - \$17, Other Capital Items (Bus) - \$303) and Local - \$961 (Operating - \$881, Bus Support Equipment/Facilities - \$4, Other Capital Items (Bus) - \$76)
YOE 2026: FTA 5307 - \$1,394 (Operating - \$1,057, Bus Support Equipment/Facilities - \$20, Other Capital Items (Bus) - \$317) and Local - \$1,141 (Operating - \$1,057, Bus Support Equipment/Facilities - \$5, Other Capital Items (Bus) - \$79)
YOE 2027: FTA 5307 - \$1,625 (Operating - \$1,268, Bus Support Equipment/Facilities - \$23, Other Capital Items (Bus) - \$334) and Local - \$1,358 (Operating - \$1,268, Bus Support Equipment/Facilities - \$6, Other Capital Items (Bus) - \$84)
* This amount is subject to decrease because the City of Grand Island may receive state funds from the Nebraska Public Transportation Assistance Program.

TIP #: 2022-002T **State ID:** N/A **Project Name:** Operations - Rural Transit Operating Assistance **Length (SLM):** N/A
Project #: **Project Sponsor:** Hall County **District #** 4 **A/Q Status:** Exempt
HWY: N/A **Location:** Areas outside of the Grand Island Urbanized Area in Hall County

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2024	OPR	Federal	5311	\$78
2024	OPR	State	NDOT	\$36
2024	OPR	Local	Hall County	\$36
2025	OPR	Federal	5311	\$108
2025	OPR	State	NDOT	\$50
2025	OPR	Local	Hall County	\$50
2026	OPR	Federal	5311	\$129
2026	OPR	State	NDOT	\$60
2026	OPR	Local	Hall County	\$60
2027	OPR	Federal	5311	\$155
2027	OPR	State	NDOT	\$72
2027	OPR	Local	Hall County	\$72
Total Project Estimate				\$906

Description: Operating assistance for transit services in areas outside of the Grand Island Urbanized Area

Notes:

TIP #: 2022-003T **State ID:** N/A **Project Name:** Capital Projects **Length (SLM):** N/A
Project #: **Project Sponsor:** Grand Island **District #** 4 **A/Q Status:** Exempt
HWY: N/A **Location:** Grand Island Urbanized Area

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2024	CAP	Federal	5307 Cares	\$1,000
2024	CAP	Federal	5307	\$1,040
2024	CAP	Federal	5339	\$470
2024	CAP	Local	Grand Island	\$378
2025	CAP	Federal	5307 Cares	\$1,000
2025	CAP	Federal	5307	\$928
2025	CAP	Local	Grand Island	\$232
2026	CAP	Federal	5307	\$128
2026	CAP	Local	Grand Island	\$32
2027	CAP	Federal	5307	\$128
2027	CAP	Local	Grand Island	\$32
Total Project Estimate				\$5,368

Description: Design and capital acquisition for projects. Projects include those making use of CARES funding and projects for purchase of rolling stock.

Notes: Any projects that may potentially use CARES funding and projects for purchase of rolling stock.

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	2022-001T	Operations - Urban Transit Operating Assistance	Grand Island Urbanized Area	Operating assistance for transit services in the Grand Island Urbanized Area	2023	OPR	5307	\$671	YOE 2023 is completed or in progress. Estimates revised for YOE 2024-2026. Estimate added for YOE 2027.
					2023	OPR	Grand Island	\$493	
					2024	OPR	5307	\$973	
					2024	OPR	Grand Island	\$722	
					2025	OPR	5307	\$1,201	
					2025	OPR	Grand Island	\$961	
					2026	OPR	5307	\$1,394	
					2026	OPR	Grand Island	\$1,141	
					2027	OPR	5307	\$1,625	
					2027	OPR	Grand Island	\$1,358	
Grand Island	2022-002T	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	2023	OPR	5311	\$50	YOE 2023 is completed or in progress. Estimates revised for YOE 2024-2026. Estimate added for YOE 2027.
					2023	OPR	NDOT	\$22	
					2023	OPR	Hall County	\$22	
					2024	OPR	5311	\$78	
					2024	OPR	NDOT	\$36	
					2024	OPR	Hall County	\$36	
					2025	OPR	5311	\$108	
					2025	OPR	NDOT	\$50	
					2025	OPR	Hall County	\$50	
					2026	OPR	5311	\$129	
					2026	OPR	NDOT	\$60	
					2026	OPR	Hall County	\$60	
					2027	OPR	5311	\$155	
					2027	OPR	NDOT	\$72	
					2027	OPR	Hall County	\$72	
Grand Island	2022-003T	Capital Projects	Grand Island Urbanized Area	Design and capital acquisition for projects. Projects include those making use of CARES funding and projects for purchase of rolling stock.	2024	CAP	5307 Cares	\$1,000	YOE 2023 is completed or in progress. Estimates revised for YOE 2024-2026. Estimate added for YOE 2027.
					2024	CAP	5307	\$1,040	
					2024	CAP	5339	\$470	
					2024	CAP	Grand Island	\$377	
					2025	CAP	5307 Cares	\$1,000	
					2025	CAP	5307	\$928	
					2025	CAP	Grand Island	\$232	
					2026	CAP	5307	\$128	
					2026	CAP	Grand Island	\$32	
					2027	CAP	5307	\$128	
					2027	CAP	Grand Island	\$32	

Project Sponsor	TIP ID	Project Name	Location	Description	YOE	Phase	Funding Description	Federal (\$1,000)	Status
Grand Island	2022-004T	Transit Development Plan	Grand Island Urbanized Area	The transit development plan serves as a basis for defining the mobility needs within the service area.	2022	OPR	5307	\$64	Project is completed.
					2022	OPR	Grand Island	\$16	
					2022	OPR	5305	\$20	
					2022	OPR	Grand Island	\$5	
					2023	OPR	5307	\$56	
					2023	OPR	Grand Island	\$14	



MPO Self – Certification

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 for the Grand Island Metropolitan Planning Area 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. Nebraska's ambient air monitoring network includes a monitoring site for particulate matter (PM2.5) in Grand Island, which is operated by the Nebraska Department of Environmental and Energy.
- 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 the MPO Title VI Implementation Plan, which was approved by the GIAMPO Policy Board on May 23, 2017. GIAMPO developed the Limited English Proficiency Plan, which was approved by the GIAMPO Policy Board on November 23, 2021.
- 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, the GIAMPO Limited English Proficiency 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 11101(e) of the Infrastructure Investment and Jobs Act (Pub. L. 117-58) 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 Enterprise Program Plan that was submitted to the Federal Transit Administration (FTA) in 2023 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 the American with Disabilities Act (ADA) Self-Evaluation and Transition Plan. The GIAMPO Policy Board 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, Limited English Proficiency 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 G. Steele, Mayor / Chairperson

Keith Kurz, Interim Public Works Director

Date

Date

By:

Ryan Huff, Chief Strategic Officer, Nebraska Department of Transportation

Date

Comments