



GIAMPO – Technical Advisory Committee

Monday, October 16, 2023

**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 April 10, 2023 Technical Advisory Committee Meeting
4. Approval Recommendation of Final Draft Amendment No. 1 to FY 2024-2028 Transportation Improvement Program
5. Approval Recommendation of Final Draft Amendment No. 6 to 2045 Long Range Transportation Plan
6. Approval Recommendation of Final Draft Public Participation Plan Update 2024
7. Report on the NDOT Carbon Reduction Strategy
8. Report on the Carbon Reduction Program Funds
9. Report on the Non-Motorized Subcommittee of Technical Advisory Committee
10. Report on the Comprehensive Plan Update
11. Next Meeting

12. Adjournment

Special Accommodations: Please notify the City of Grand Island at 308-385-5455 if you require special accommodations to attend this meeting (i.e., interpreter services, large print, reader, hearing assistance). Para asistencia en español, por favor enviar un correo electrónico a giampo@grand-island.com.

Technical Advisory Committee

Monday, October 16, 2023

Regular Session

Item C1

Approval of Minutes from the April 10, 2023 Technical Advisory Committee Meeting

Staff Contact: Chad Nabity, Regional Planning Director

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

April 10, 2023 at 10:00 am
Grand Island City Hall – Council Chambers
100 E 1st Street, Grand Island, NE 68801

Voting Members in Attendance:

Keith Kurz, City of Grand Island, Interim Public Works Director	Present
VACANT, City of Grand Island, Public Works Director	Absent
Laura McAloon, City of Grand Island, Interim City Administrator	Present
Chad Nabity, Hall County Regional Planning Director	Present
Don Robb, 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	Absent
Ramona Schafer, Village of Alda	Absent
Mike Olson, Central Nebraska Regional Airport	Present
Charley Falmlen, City of Grand Island Transit Program Manager	Present

Non-Voting Members in Attendance:

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
Brian Schultz, City of Grand Island, Assistant Finance Director	Present
Catrina DeLosh, City of Grand Island, Public Works Admin Coordinator	Present
Tim Golka, City of Grand Island, Project Manager	Absent
Stacy Nonhof, City of Grand Island, Interim City Attorney	Absent
Cindy Johnson, Grand Island Area Chamber of Commerce	Absent
Mary Berlie, Grand Island Area Economic Development Corp.	Absent
Justin Luther, FHWA, Transportation Planner, Realty, Civil Rights	Absent
Mark Bechtel, FTA, Deputy Regional Administrator	Absent
Cathy Monroe, FTA, Planning and Program Development Director	Absent
Logan Daniels, FTA, Region VII Transportation Program Specialist	Absent
Daniel Nguyen, FTA, Region VII Community Planner	Absent
Gerri Doyle, FTA, Region VII Community Planner	Absent
Jodi Gibson, NDOT Local Projects Engineer	Absent
Kaine McClelland, NDOT, State Modeler	Absent
Jeff Soula, NDOT, Local Projects Urban Engineer	Absent
Ryan Huff, NDOT, Planning and Project Development Engineer	Absent
Curtis Nosal, NDOT, Assistant Planning Engineer	Absent
Jeff Soula, NDOT Local Projects Urban Engineer	Absent
Jeremy Wegner, Burlington Northern Santa Fe Railroad	Absent
Kelli O'Brien, Union Pacific Railroad	Absent

Call to Order

Nabity called the meeting to order at 10:06 am. The Nebraska Open Meetings Act was acknowledged.

Roll Call

Roll call was taken. Note: Don Robb arrived to the TAC meeting at 10:20 am, and he did not vote on the following agenda items – Approval of Minutes from the February 9, 2023 Technical Advisory Committee Meeting, Approval Recommendation of MPO Self-Certification, and Approval Recommendation of Final Draft FY 2024-2028 Transportation Improvement Program.

Approval of Minutes from the February 9, 2023 Technical Advisory Committee Meeting

Motion by Wahlgren to approve the minutes of the February 9, 2023 meeting, seconded by Kurz. Upon voice vote, all voted aye. Motion adopted.

Approval Recommendation of MPO Self-Certification

Zafft informed the Committee that compliance with federal requirements regarding the metropolitan transportation planning process is necessary for the GIAMPO planning area to continue to receive federal transportation funds. GIAMPO must submit the Certification of the Planning Process to NDOT with the submittal of a new Transportation Improvement Program.

Motion by McAloon to approve the Recommendation of MPO Self-Certification, seconded by Wahlgren. Upon voice vote, all voted aye. Motion adopted.

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

Zafft presented the Draft FY 2024-2028 Transportation Improvement Program (TIP), which will be released for public review and comment. The TIP includes surface transportation projects to receive federal funds and surface transportation projects of regional significance. This is a short range plan that is federally mandated, updated annually, fiscally constrained, and compatible with the State's Statewide Transportation Improvement Program. The TIP includes ten NDOT highway projects, four Grand Island roadway projects, two Grand Island transit projects, and one Hall County transit project. GIAMPO's Public Participation Plan requires public review and comment prior to Policy Board adoption.

Motion by Wahlgren to approve the Recommendation of Final Draft FY 2024-2028 Transportation Improvement Program, seconded by Olson. Upon voice vote, all voted aye. Motion adopted.

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

Zafft presented the 2045 Long Range Transportation Plan (LRTP) Amendment No. 5, which entails the following project changes – changes to five (5) existing projects and adds three (3) new projects. This amendment requires modifications to Table 9-1 (Committed Roadway Projects), Table 9-3 (Fiscally Constrained Roadway Projects), and the Committed Projects section on page 9-1 in Chapter 9 – Fiscally Constrained Plan of the 2045 LRTP. GIAMPO's Public Participation Plan requires that proposed amendments to the LRTP be released for public review and comment prior to Policy Board adoption.

Motion by Falmlen to approve the Recommendation of Final Draft Long Range Transportation Plan Amendment No. 5, seconded by Wahlgren. Upon voice vote, all voted aye. Motion adopted.

Approval Recommendation of Final Draft FY 2024 Unified Planning Work Program

Zafft presented the Draft FY 2024 Unified Planning Work Program, which identifies planning priorities and activities to be carried out within GIAMPO's metropolitan planning area. GIAMPO's Public Participation Plan requires public review and comment prior to Policy Board adoption.

Motion by Wahlgren to approve Recommendation of Final Draft FY 2024 Unified Planning Work Program, seconded by Robb. Upon voice vote, all voted aye. Motion adopted.

Report on the Grand Island Urban Area (2020 Census)

Zafft presented the changes to the boundary of the Grand Island Urban Area, through the 2020 Decennial Census. The delineation of 2020 urban areas follows the redefinition of urban and rural areas by the Census Bureau. The primary change from these new definitions impacting the urban areas was the focus on defining urban areas by housing density instead of population density. Grand Island Urban Area has a population of 55,099, housing of 21,892 and land area (square miles) of 29.60 from the 2020 Census.

Report on the Comprehensive Plan Update

Nabity reported on the Comprehensive Plan, which will take place over the course of FY 2022, 2023, and 2024. The plan process is expected to take place between 18 to 24 months from the time it began in April 2022. A kickoff meeting was held in June 2022 and a series of open house meetings were held on October 25-27, 2022, with low public involvement. An open house meeting was held on January 31, 2023 with a good public turnout.

Next Meeting Date

The next meeting of the TAC will be on June 12, 2023 at 10:00 am.

Adjournment

There being no further business, Nabity adjourned the meeting at 11:00 am.

Technical Advisory Committee

Monday, October 16, 2023

Regular Session

Item H1

**Approval Recommendation of Final Draft Amendment No. 1 to FY
2024-2028 Transportation Improvement Program**

Staff Contact: Allan Zafft, MPO Program Manager

TAC Agenda Report
October 16, 2023

Agenda Item No. H1

ISSUE

VOTE: Draft Amendment No. 1 to the FY 2024-2028 Transportation Improvement Program

BACKGROUND

The Transportation Improvement Program (TIP) is the region’s short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next five-year period. The Grand Island Area Metropolitan Planning Organization (GIAMPO) amends the TIP to accommodate changes to projects in the TIP.

The proposed Amendment No. 1 to the FY 2024-2028 TIP includes the following revisions:

- TIP Number: 2024-004, Project Name: West Connector Trail – Add project and program federal funds
- TIP Number: 2022-001, Project Name: Platte River - Phillips – Delete project. This project was let in August 2023 and has been awarded. It is included in the FY 2023-2027 TIP.

Enclosed is this amendment with details of the above revisions.

POLICY CONSIDERATIONS/DISCUSSION

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

The West Connector Trail project in the proposed Amendment No. 1 is financially constrained, and it is consistent with the proposed Amendment No. 6 to the Long Range Transportation Plan.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

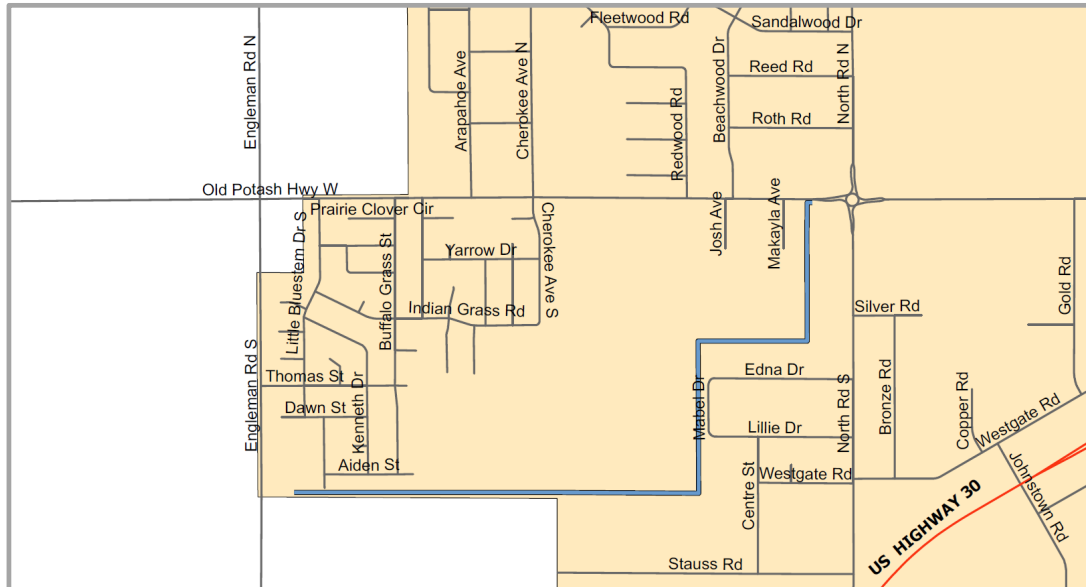
Approve Draft Amendment No. 1 to the FY 2024-2028 Transportation Improvement Program and release this amendment for public review and comment.

STAFF CONTACT

Allan Zafft

Grand Island Area Metropolitan Planning Organization (GIAMPO)
 Transportation Improvement Program
 Fiscal Years 2024 - 2028
“DRAFT” Amendment No. 1

TIP #: 2024-004 **State ID:** 43028 **Project #:** TAP-40(70) **Project Name:** Grand Island West Connector Trail



Description: Construction of a 10-foot wide multimodal trail

HWY: N/A

Location: The trail will begin near the roundabout at the intersection of Old Potash Highway and North Road, and it will continue south and west with four segments before ending near the City of Grand Island Water Tower at Engleman Road.

Length (SLM): 1.4

Project Sponsor: Grand Island

YOE	Phase	Fund Type	Fund Description	Estimate (\$1,000)
2024	PE	Federal	TA	\$261
2024	PE	Local	Grand Island	\$65
2027	CONST/CE	Federal	TA	\$1,199
2027	CONST/CE	Local	Grand Island	\$300
Total Project Estimate				\$1,825

District #: 4

A/Q Status: Exempt

Amendment Description: Add project and program federal funds

Notes:

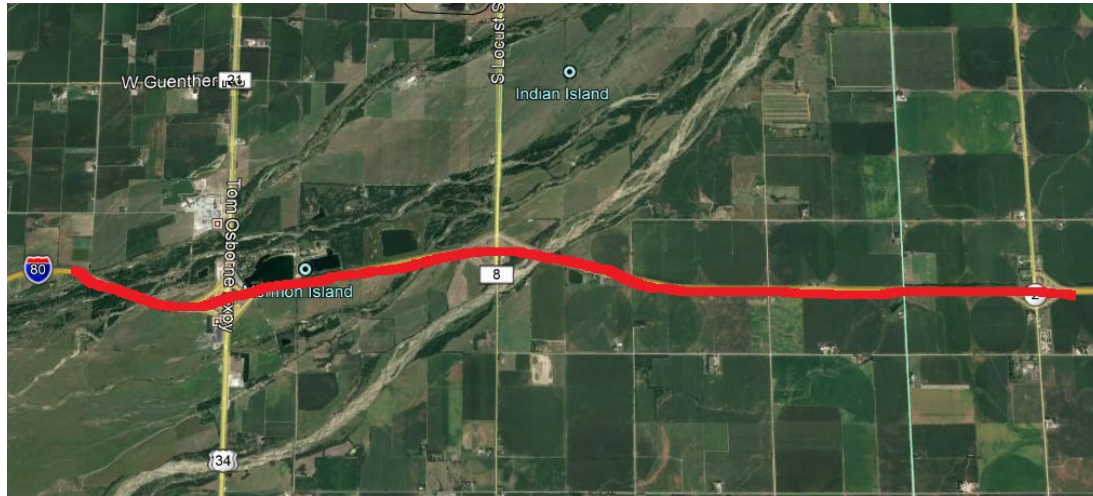
New Deleted Schedule Budget Scope

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

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

A/Q Status: Exempt

Amendment Description: Delete project. The project was let in August 2023 and has been awarded. It is included in the GIAMPO FY 2023-2027 Transportation Improvement Program.

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

New Deleted Schedule Budget Scope

TRANSPORTATION IMPROVEMENT PROGRAM

Financial Plan Update

Approval of Amendment No. 1 to the Fiscal Years 2024-2028 Transportation Improvement Program (TIP) will require the financial constraint summary table from the Fiscal Years 2024-2028 TIP, adopted on May 23, 2023, and amended on November 28, 2023 (scheduled) to be modified as shown below in red.

**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)	\$254	\$9,730	\$868	\$9,927	\$0	\$20,779
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
Surface Transportation Block Grant Program Set-Aside for Transportation Alternatives (TA)	\$261	\$0	\$0	\$1,199	\$0	\$1,460
Nebraska Department of Transportation	\$32,157	\$2,966	\$942	\$0	\$0	\$36,065
City of Grand Island	\$8,870	\$2,898	\$2,985	\$3,126	\$5,860	\$23,739
	\$41,542	\$17,728	\$11,319	\$15,628	\$29,300	\$115,517

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.

Technical Advisory Committee

Monday, October 16, 2023

Regular Session

Item H2

**Approval Recommendation of Final Draft Amendment No. 6 to 2045
Long Range Transportation Plan**

Staff Contact: Allan Zafft, MPO Program Manager

TAC Agenda Report
October 16, 2023

Agenda Item No. H2

ISSUE

VOTE: Draft Amendment No. 6 to the 2045 Long Range Transportation Plan

BACKGROUND

In February 2021, the GIAMPO Policy Board approved the Grand Island metropolitan region's 2045 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 Transportation Improvement Program (TIP).

The proposed Amendment No. 6 to the 2045 LRTP adds one (1) fiscally constrained bicycle and pedestrian project. An LRTP amendment is required when adding a regionally significant project which requires FHWA or FTA funding or approval, in accordance with the *NDOT Operating Manual for Metropolitan Planning Organization Transportation Planning*. The details of the proposed amendment appear below.

Add Fiscally Constrained Bicycle and Pedestrian Project

- **Project ID:** 45
- **Project Description:** Trail between near the Old Potash Hwy and North Rd intersection to near the Water Tower
- **Actions:**
 1. Add Project ID 45 to the Fiscally Constrained Plan
- **Other:** The proposed Amendment No. 1 to the FY 2024-2028 Transportation Improvement Program (TIP) adds a new project (TIP Number: 2024-004, Project Name: Grand Island West Connector Trail). LRTP Amendment No. 6 is the result of this TIP amendment.

The proposed amendment consists of the below modifications to the LRTP.

1. Add Project ID 45 to Table 9.4 (Fiscally Constrained Bicycle and Pedestrian Projects) on page 9-7.
2. Add Project ID 45 to Figure 9.2 (Fiscally Constrained Bike and Ped Projects) on page 9-8.
3. Revise Table 9.4 (Fiscally Constrained Bicycle and Pedestrian Projects) on page 9-7 by changing the time frame or cost (2020 \$) for the following projects:
 - a. Project ID 3 – Change the time frame from “Short-Term (2026-2030)” to “Mid-Term (2031-2037)”, which includes updating the associated cost (YOE \$), potential federal share, and potential local share.
 - b. Project ID 41 – Change the time frame from “Short-Term (2026-2030)” to “Mid-Term (2031-2037)”, which includes updating the associated cost (YOE \$), potential federal share, and potential local share.
 - c. Project ID 44 – Change the time frame from “Mid-Term (2031-2037)” to “Long-Term (2038-2045)”, which includes updating the associated cost (YOE \$), potential federal share, and potential local share.

- d. Project ID 29 – Change the time frame from “Mid-Term (2031-2037)” to “Long-Term (2038-2045)”, which includes updating the associated cost (YOE \$), potential federal share, and potential local share.
 - e. Project ID 4 – Change the cost (2020 \$) from “\$980,000” to “\$880,000”, which includes updating the associated cost (YOE \$), potential federal share, and potential local share.
4. Revise Figure 9-2 (Fiscally Constrained Bike and Ped Projects) on page 9-8 by updating the fiscally constrained project timing for Project IDs 3, 41, 44, and 29 to reflect the above changes to the time frame of these projects.
 5. Update information relating to the Grand Island area projected budget for STBG-TA funds in Chapter 7 (Future Transportation Revenues) and Chapter 9 (Fiscally Constrained Plan) based on updated financial information from the Nebraska Department of Transportation. The projected budget changed from \$4,588,500 to \$7,440,300 for 2026-2045.
 6. Revise the STBG-TA Fiscal Constraint section in Chapter 9 (Fiscally Constrained Plan) on page 9-4 by updating the total year-of-expenditure STBG-TA project costs from \$4,837,500 to \$6,643,500 and the remaining STBG-TA budget balance changed from \$12,200 to \$796,800.
 7. Revise the Local Fiscal Constraint section in Chapter 9 (Fiscally Constrained Plan) on page 9-4 by updating the total year-of-expenditure local transportation project costs from \$60,388,500 to \$61,194,500 and the remaining local transportation budget balance from \$9,731,500 to \$8,917,500.
 8. Update Table 7-2 (Projected Grand Island Area STBG-TA and HSIP Budget (YOE \$)) on page 7-3 by updating the projected budget for HSIP funds, which was inadvertently not updated in Amendment No. 4 to the LRTP.

The above modifications are reflected in the enclosed pages from Chapter 7 (Future Transportation Revenues) and Chapter 9 (Fiscally Constrained Plan) of the LRTP with the applicable changes shown in red.

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. 6 to the 2045 Long Range Transportation Plan and release it for public review and comment.

STAFF CONTACT

Allan Zafft



Historic Federal Funding Levels

Historic Federal funding levels for the Grand Island Area MPO were identified through the review of past years Transportation Improvement Programs (TIPs) and interviews with MPO and Nebraska DOT staff. In addition to presenting historic funding levels by year, average yearly funding values are given in:

- **Year of Expenditure (YOE):** Value in the given year’s dollars.²
- **2020 Dollars:** Value in 2020 dollars.³

NHPP Funding

Historical NHPP funding levels are presented in **Table 7-1**. Current funding for the STBG and STBG-TA programs is discussed below.

Table 7-1: Historical Funding Levels for NHPP Projects

YEAR	NHPP
2016	\$998,000
2017	\$11,396,000
2018	\$14,684,000
2019	\$0
2020	\$0
Average (YOE \$)	\$5,415,600
Average (2020 \$)	\$5,830,850

Source: Grand Island Area MPO, Transportation Improvement Program

² Year of Expenditure assumptions are: 3% budget growth, 4% project cost growth
³ Based on assumed 3% budget growth, directed by NDOT staff.

It should be noted that NHPP funds are directed by Nebraska DOT for projects as needed on the NHS state routes. No NHPP funding levels beyond currently programmed projects will be shown in the fiscally constrained portions of the LRTP.

STBG Funding

Jurisdictions in the GIAMPO area have opted to forgo STBG funding in favor of receiving Federal Fund Purchase Program (FFPP) buyout funds. For areas of Nebraska outside of Lincoln and Omaha that receive FFPP funding, the STBG dollars are used by Nebraska DOT for state highway projects.⁴ District Engineers coordinate with Local Public Agency (LPA) officials to identify state highway projects within their jurisdictions and allocate STBG funds for them. More discussion of FFPP funding is provided later in this chapter.

STBG-TA Competitive Funding

LPAs within the State of Nebraska compete annually for the STBG-TA funds allocated to the Nebraska DOT from the Federal government. These funds are eligible for the same small-scale transportation projects that are eligible under the Federal STBG-TA program. Establishing anticipated future funding streams based on the historical funding levels was difficult, since the MPO has only existed since 2013 and funding for the STBG-TA program during that short period has been temporarily interrupted. The LRTP team discussed this with NDOT staff, and it was suggested that this short, choppy funding history was not an ideal way to project future revenues forward. It was decided the best approach was to look at the proportion of the state within the Grand Island area to estimate the long-term share of funding the region might attain. It was thought that over time, the proportion of funding secured within the MPO area might be approximately equivalent to its proportion of state representation via population. While not a guarantee of future funding,

⁴ For STBG-eligible project categories described in this document.





this method provided a reasonable funding projection. Documentation of NDOT’s support for this methodology is included in **Appendix A**.

Estimates of current funding levels are that approximately \$4.4 million in STBG-TA dollars are distributed each year; approximately \$230,000 annually is allocated to **population areas of 50,000 to 200,000** and the remaining \$4.2 million is allocated **for availability to any population area of the state (flexible)**. While no allocations of this funding are guaranteed, based on population it is estimated that in a typical year the Grand Island area could reasonably secure **5.6%** of this statewide share, or **\$246** annually in **2022** dollars.⁵ **Table 7-2** shows the projected STBG-TA funding levels by future year time band, in year of expenditure dollars. The time bands for the plan include 20-years beyond the current GIAMPO 2021-2025 TIP:

- **Short Term:** 2026-2030
- **Mid-Term:** 2031-2037
- **Long Term:** 2038-2045

Highway Safety Improvement Program

Similar to STBG-TA funds, local jurisdictions are eligible to compete for HSIP funding for safety projects. Estimates of current funding levels are that approximately \$16 million in HSIP dollars are distributed each year; approximately \$5 million annually is allocated to state projects and the remaining \$11 million is allocated to jurisdictions statewide. While no allocations of this funding source are guaranteed, based on population it is estimated that in a typical year the Grand Island area could reasonably secure 3.1% of the statewide jurisdiction portion, or \$340,000 annually in 2020 dollars. **Table 7-2** shows the projected HSIP funding levels by future year time band, in year of expenditure dollars.

5 Estimate based on GIAMPO study area having 51.3% of 50,000 to 200,000 population areas and 3.1% of any population area of the state (flexible). This is not a guaranteed level of funding. GIAMPO will not receive funds every year.
 6 The short-term time band for HSIP includes \$27,368,000 in SFTY funds for the Broadwell Avenue Viaduct. This project is identified in Amendment No. 1 to the GIAMPO FY 2023-2027 TIP, and it is Project ID 7 in the LRTP. SFTY funds is known as Highway Safety Improvement Program (includes Rail Safety) in the NDOT STIP.

Table 7-2: Projected Grand Island Area STBG-TA and HSIP Budget (YOE \$)

TIME BAND	YEARS	HSIP FUNDS	STBG-TA FUNDS
Short-Term	2026-2030	\$29,522,900 ⁶	\$1,470,200
Mid-Term	2031-2037	\$3,605,000	\$2,459,900
Long-Term	2038-2045	\$5,146,200	\$3,510,200
Total		\$38,274,100	\$7,440,300

Source: NDOT Supported Methodology, Grand Island Area MPO

Federal Transit Funding

Review of past years TIP documents identified the historical funding levels for the regional transit system, which are shown in **Table 7-3**.

Table 7-3: Historical Funding Levels for FTA Programs

YEAR	SECTION 5307	SECTION 5311	SECTION 5339
2016	\$183,000	\$18,000	\$-
2017	\$414,920	\$-	\$104,000
2018	\$459,000	\$19,000	\$104,000
2019	\$408,000	\$18,000	\$-
2020	\$498,000	\$21,000	\$-
Average (YOE \$)	\$392,580	\$15,200	\$41,600
Average (2020 \$)	\$412,910	\$15,990	\$44,800

Source: Grand Island Area MPO, Transportation Improvement Program





Table 7-6: Historical and Projected Funding Levels of the HBP Federal Fund Purchasing Program

	FISCAL YEAR (FY)	CITY OF GRAND ISLAND	HALL COUNTY	MERRICK COUNTY ⁷
Past Funding	2013	\$14,340	\$39,460	\$72,280
	2014	\$21,560	\$49,270	\$94,260
	2015	\$24,770	\$43,690	\$102,820
	2016	\$19,420	\$66,640	\$109,050
	2017	\$19,440	\$63,970	\$100,000
	2018	\$20,130	\$66,250	\$103,570
	2019	\$21,410	\$50,190	\$106,060

Source: Nebraska Department of Transportation

Local Revenue Sources

Overview of Local Funding Programs

While the Grand Island Area MPO receives Federal monies to fund local transportation projects, Federal funds normally do not cover the entire cost of a project. Localities are typically required to match a portion of total costs with their own monies; for most Federal programs, the match is 80% of total project cost sourced from the Federal program and the remaining 20% from local funds.

GIAMPO relies on several local funding sources to provide revenues for various transportation projects, including public transit. Per the City of

⁷ The majority of Merrick County is outside of the MPO area, thus most of this funding will be spent outside of the MPO area.

Grand Island’s Budget Book, the Capital Improvements fund draws from the City’s General fund, Cemetery fund, State Gas Tax fund, Keno fund, and Special Assessment fund.⁸ These funding sources are grouped into the category “City funds”. Hall and Merrick Counties also provide annual funding for projects in the GIAMPO area and are categorized as “County funds”. **Table 7-7** displays the historical funding levels from City and County sources for non-transit transportation projects, while **Table 7-8** contains local funding levels for transit projects. As shown in **Table 7-7**, there has been significant “banking” of funds over several years to complete several projects in 2019. The City of Grand Island estimates that after paying for maintenance activities, that the future city transportation funding levels will be approximately \$2.5M per year.

Table 7-7: Historical City Funding Levels for Non-Transit Transportation Projects

YEAR	CITY FUNDS
2016	\$125,000
2017	\$-
2018	\$168,000
2019	\$26,686,000
2020	\$2,372,000
Average (YOE \$)	\$5,870,200
Average (2020 \$)	\$6,035,500

Source: Grand Island Area MPO, Transportation Improvement Program

⁸ City of Grand Island, 2019 Budget Book. <https://www.grand-island.com/home/showdocument?id=23101>.





Table 7-10. Projected CRANE O&M and Capital Budget

YEAR	FUNDING SOURCE	OPERATING	OTHER CAPITAL ITEMS	BUS SUPPORT EQUIPMENT / FACILITIES	TOTAL BUDGET
2021	FTA 5307	\$304,000	\$157,000	\$36,000	\$497,000
	Grand Island	\$304,000	\$61,000	\$9,000	\$374,000
2022	FTA 5307	\$313,000	\$249,000	\$37,000	\$599,000
	Grand Island	\$313,000	\$62,000	\$9,000	\$385,000
2023	FTA 5307	\$323,000	\$177,000	\$38,000	\$538,000
	Grand Island	\$323,000	\$44,000	\$10,000	\$376,000
2024	FTA 5307	\$348,000	\$167,000	\$39,000	\$554,000
	Grand Island	\$336,000	\$42,000	\$10,000	\$388,000

Source: Grand Island Area MPO, Transportation Improvement Program

Future Transportation Funding Levels

Future anticipated funding levels were developed for the LRTP, based on the financial analysis completed in this chapter, and budget assumptions provided by Nebraska DOT program management staff. The key assumption was a 3% annual budget growth, and 4% annual cost growth (discussed in more detail in **Chapter 9**).

Future Federal Program Funding Levels

Future funding levels for Federal programs are shown in **Table 7-11**.





Table 7-11: Projected Federal Program Revenues for GIAMPO, Year of Expenditure

TIME BAND	YEARS	STBG-TA	HSIP	FTA 5307	FTA 5311
Annual Level	2020	\$246,000 ⁹	\$340,000	\$497,000	\$20,000
Short-Term	2026-2030	\$1,470,200	\$29,522,900 ¹⁰	\$3,312,000	\$131,000
Mid-Term	2031-2037	\$2,459,900	\$3,605,000	\$5,865,000	\$233,000
Long-Term	2038-2045	\$3,510,200	\$5,146,200	\$8,996,000	\$358,000
2026-2045 Total		\$7,440,300	\$38,274,100	\$18,173,000	\$722,000

There are potential NHPP and Congestion Mitigation and Air Quality (CMAQ) funding that might become available for future use within the GIAMPO area, but the use of these funds are state-directed and no revenue estimates were developed for these programs could reasonably be developed for the LRTP.

Additional Transit Fund

CRANE received an award of \$2.2 million in additional funds through the Coronavirus Aid, Relief, and Economic Security (CARES) Act in March 2020. CRANE is planning to use the money for service expansion and to address facility needs.

Future Local Program Funding Levels

Future funding levels for locally directed programs are shown in **Table 7-12**. Note that this analysis focuses on funding for Grand Island, as all of the city is within the GIAMPO area, and the majority of the other two large jurisdictions (Hall County and Merrick County) lie outside of the GIAMPO study area. The table also shows anticipated outlays for operations and maintenance budgets for each time band.

⁹ The annual level of STBG-TA is in 2022 dollars.

¹⁰ The short-term time band for HSIP includes \$27,368,000 in SFTY funds for the Broadwell Avenue Viaduct. This project is identified in Amendment No. 1 to the GIAMPO FY 2023-2027 TIP, and it is Project ID 7 in the LRTP. SFTY funds is known as Highway Safety Improvement Program (includes Rail Safety) in the NDOT STIP.



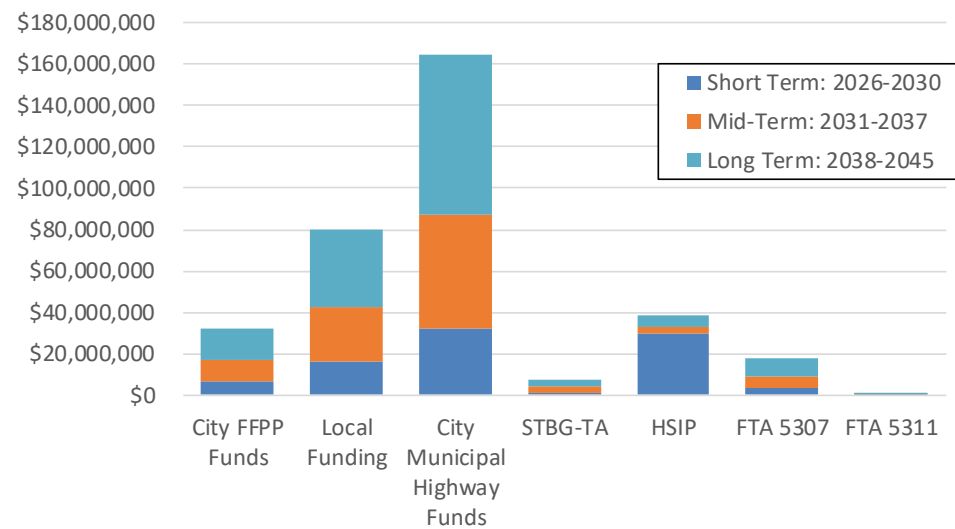


Table 7-12: Projected Grand Island Transportation Revenues, Year of Expenditure

TIME BAND	YEARS	GRAND ISLAND FFPP FUNDS	GRAND ISLAND LOCAL FUNDING	GRAND ISLAND MUNICIPAL HIGHWAY FUNDS	TOTAL CITY FUNDS FOR TRANSPORTATION	O&M BUDGET	REMAINING LOCAL FUNDS FOR PROJECTS
Annual Level	2020	\$999,125	\$2,500,000	\$5,124,050	\$8,623,175		
Short-Term	2026-2030	\$6,333,841	\$15,848,465	\$32,483,330	\$54,665,636	\$40,810,000	\$13,855,636
Mid-Term	2031-2037	\$10,597,363	\$26,516,599	\$54,348,952	\$91,462,914	\$68,290,000	\$23,172,914
Long-Term	2038-2045	\$15,125,367	\$37,846,517	\$77,570,979	\$130,542,862	\$97,460,000	\$33,082,862
2026-2045 Total		\$32,056,571	\$80,211,581	\$164,403,260	\$276,671,413	\$206,560,000	\$70,111,413

Figure 7-1 illustrates the funding projections by source that are anticipated in this plan. As shown, the majority of funding for the transportation system in the GIAMPO region is locally-sourced.¹¹

Figure 7-1. Funding Projections by Funding Source and Time Band



¹¹ The short-term time band for HSIP includes \$27,368,000 in SFTY funds for the Broadwell Avenue Viaduct. This project is identified in Amendment No. 1 to the GIAMPO FY 2023-2027 TIP, and it is Project ID 7 in the LRTP. SFTY funds is known as Highway Safety Improvement Program (includes Rail Safety) in the NDOT STIP. Even though it is not shown in the funding projections, the UPRR is anticipated to provide a portion of funding (OTHER) to the local match of the Broadwell Avenue Viaduct.



Table 9-2: Committed Transit Projects

PROJECT DESCRIPTION	COST (YOE \$)
Urban Transit Operations	\$3,711,000
Rural Transit Operations	\$164,000
Transit Planning	\$100,000
Transit Capital Acquisition	\$5,534,000
Transit Development Plan	\$150,000

Source: GIAMPO Transportation Improvement Program, 2023-2027

Fiscally Constrained Projects

The fiscally constrained roadway projects for 2026 through 2045 are presented in **Table 9-3**. The location and implementation time band for each fiscally constrained roadway project is shown in **Figure 9-1**. High Priority Vision roadway projects are included in this figure while **Table 9-5** summarizes them.

The fiscally constrained bicycle and pedestrian projects are presented in **Table 9-4**. The location and implementation time band for each fiscally constrained bicycle and pedestrian project is shown in **Figure 9-2**. High Priority Vision bicycle and pedestrian projects are included in this figure while **Table 9-5** summarizes them.

The next three sub-sections address the LRTP’s fiscal constraint by describing the anticipated budget, projects costs, and budget balance by major funding category: HSIP, STBG-TA, and local funding.

High Priority Vision projects are transportation investments that do not fit within the current fiscally constrained budget but would be the first projects that GIAMPO and member jurisdictions would promote into the Transportation Improvement Program should additional future funding become available.

HSIP Fiscal Constraint

As outlined in **Chapter 7**, HSIP funds are not directly allocated to GIAMPO on an annual basis but are reasonably expected to be awarded in proportion to regional needs for eligible projects. Based on the project funding assumptions in **Table 9-3**, the following summarizes HSIP budgets, project costs, and balances:

- **HSIP Budget:** \$37,941,000 in year-of-expenditure HSIP funds are projected for the GIAMPO area for the years 2026-2045.¹
- **HSIP Project Costs:** \$30,816,000 in year-of-expenditure HSIP project costs for the 2026-2045 period.¹ This specifically includes:
 - \$29,856,000 in Short-term (2026-2030) HSIP project funding
 - \$960,000 in Mid-term (2031-2037) HSIP project funding
- **Remaining HSIP Budget Balance:** \$7,125,000 balance in HSIP funds between 2026-2045.²

STBG-TA Fiscal Constraint

As with HSIP funds, STBG-TA funds are not directly allocated to GIAMPO annually. The reasonably-expected funding levels were evaluated against eligible project costs. Based on the project funding assumptions in **Table 9-4**, the following summarizes STBG-TA budgets, project costs, and balances:

¹ The HSIP budget and project costs includes \$27,368,000 in SFTY funds for the Broadwell Avenue Viaduct. This project is identified in Amendment No. 1 to the GIAMPO FY 2023-2027 TIP, and it is Project ID 7 in the LRTP. SFTY funds is known as Highway Safety Improvement Program (includes Rail Safety) in the NDOT STIP.
² Note these are not actual remaining funds but illustrate that assumed HSIP funding contributions are below the anticipated regional HSIP funding budget.





- **STBG-TA Budget:** \$7,440,300 in year-of-expenditure STBG-TA funds are projected for the GIAMPO area for the years 2026-2045.
- **STBG-TA Project Costs:** \$6,643,500 in year-of-expenditure STBG-TA project funding for the 2026-2045 period. This specifically includes:
 - \$1,460,000 in Short-term (2026-2030) STBG-TA project funding
 - \$2,138,500 in Mid-term (2031-2037) STBG-TA project funding
 - \$3,045,000 in Long-term (2038-2045) STBG-TA project funding
- **Remaining STBG-TA Budget Balance:** \$796,800 balance in STBG-TA funds between 2026-2045.³

Local Fiscal Constraint

As outlined in **Chapter 7**, there are several local transportation funding sources used by the City of Grand Island. The reasonably expected local transportation funding levels were evaluated against eligible project costs. Based on the project funding assumptions in **Table 9-3** and **Table 9-4**, the following summarizes local transportation funding budgets, project costs, and balances:

³ Note these are not actual remaining funds but illustrate that assumed STBG-TA funding contributions are below the anticipated regional STBG-TA funding budget.

- **Local Transportation Budget:** \$70,111,400 in year-of-expenditure local funds are projected for the GIAMPO area, after anticipated required operations and maintenance investments, for the years 2026-2045.
- **Local Transportation Project Costs:** \$61,194,500 in year-of-expenditure local transportation project costs for the 2026-2045 period. This specifically includes:
 - \$21,243,000 in short term (2026-2030) local roadway project funding and \$365,000 in STBG-TA local funds matching.
 - \$9,880,000 in mid term (2031-2037) local roadway project funding and \$1,151,500 in STBG-TA local funds matching.
 - \$27,540,000 in long term (2038-2045) local roadway project funding and \$1,015,000 in STBG-TA local funds matching.
- **Remaining Local Transportation Budget Balance:** \$8,917,500 balance in local transportation funds between 2026-2045.





Table 9-4: Fiscally Constrained Bicycle and Pedestrian Projects

TIME FRAME	PROJECT ID	PROJECT DESCRIPTION	COST (2020 \$)	COST (YOE \$)	POTENTIAL FEDERAL SHARE	POTENTIAL LOCAL SHARE	POTENTIAL FUNDING SOURCES	POTENTIAL SPONSOR(S)
Short-Term (2026-2030)	45*	Trail between near the Old Potash Hwy and North Rd intersection to near the Water Tower	\$1,333,500	\$1,825,000	\$1,460,000	\$365,100	STBG-TA	City of Grand Island
Mid-Term (2031-2037)	3	Capital Ave Trail to Eagle Scout Park Connection	\$300,000	\$520,000	\$338,000	\$182,000	STBG-TA	City of Grand Island
	41	Trail between Cedar Hills Park and the new medical center, Stuhr Trail and Riverway Trail	\$720,000	\$1,250,000	\$812,500	\$437,500	STBG-TA	City of Grand Island
	4	Connection between Shoemaker Trail and Cedar Hills Park	\$880,000	\$1,520,000	\$988,000	\$532,000	STBG-TA	City of Grand Island
Long-Term (2038-2045)	44	State Fair Boulevard / Bellwood Drive Trails	\$240,000	\$560,000	\$420,000	\$140,000	STBG-TA	City of Grand Island
	29	Oak Street Bike Boulevard	\$200,000	\$460,000	\$345,000	\$115,000	STBG-TA	City of Grand Island
	12	NW High School to State Street Trail Connection	\$400,000	\$930,000	\$697,500	\$232,500	STBG-TA	City of Grand Island
	25	Stolley Park to LE Ray Park Trail	\$500,000	\$1,160,000	\$870,000	\$290,000	STBG-TA	City of Grand Island
	32	South Locust Street Trails	\$410,000	\$950,000	\$712,500	\$237,500	STBG-TA	City of Grand Island
Trail Funded by Roadway Projects	19	Claude Avenue Trail from Faidley Ave to Capital Street						

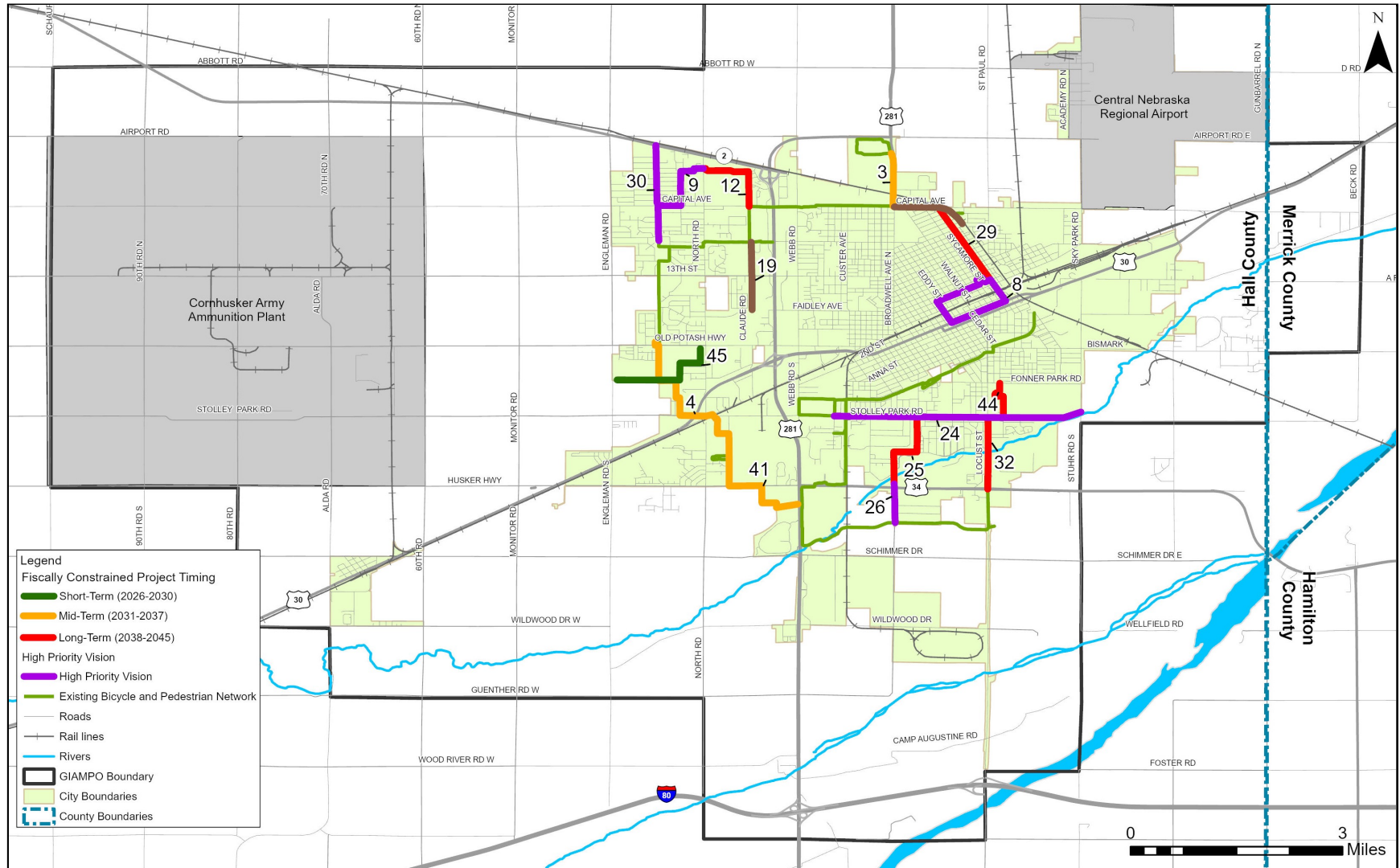
*A section of the project limits for Project ID 45 overlaps with Project ID 4. The length of this section is 1.4 miles, and it is only reflected in the cost of Project ID 45. Project ID 45 has a project name, Grand Island West Connector Trail, in Amendment No. 1 to the FY 2024-2028 Transportation Improvement Program.





Figure 9-2 reflects the revisions in Table 9-4.

Figure 9-2: Fiscally Constrained Bike and Ped Projects



CHAPTER 1



CHAPTER 2



CHAPTER 3



CHAPTER 4



CHAPTER 5



CHAPTER 6



CHAPTER 7



CHAPTER 8



CHAPTER 9



CHAPTER 10



CHAPTER 11

Technical Advisory Committee

Monday, October 16, 2023

Regular Session

Item H3

Approval Recommendation of Final Draft Public Participation Plan Update 2024

Staff Contact: Allan Zafft, MPO Program Manager

TAC Agenda Report
October 16, 2023

Agenda Item No. H3

ISSUE

VOTE: Draft Public Participation Plan Update 2024

BACKGROUND

In accordance with 23 CFR 450.316, metropolitan planning organizations (MPOs) are required to develop and use a documented public participation plan that defines a process for providing various stakeholders with reasonable opportunities to be involved in the metropolitan transportation planning process. The current, and first, Public Participation Plan for the Grand Island Area Metropolitan Planning Organization (GIAMPO) was adopted by the Policy Board in November 2015, and includes an amendment which was approved in February 2017.

The current GIAMPO Public Participation Plan indicates that an update of the Public Participation occurs at least every five years, prior to an update of the Long Range Transportation Plan (LRTP). *Journey 2040* is GIAMPO's first LRTP, which was adopted by the Policy Board in April 2016. In February 2021, GIAMPO completed an LRTP update with the adoption of the *2045 LRTP*. Since the current Public Participation Plan was adopted over five years ago and the process for the next LRTP will begin sometime in 2024, GIAMPO staff began developing the Public Participation Plan Update in December 2022.

Enclosed is the Draft Public Participation Plan Update 2024.

POLICY CONSIDERATIONS/DISCUSSION

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

Once adopted, the public involvement methods identified in the Public Participation Plan Update 2024 will serve as a guide for public involvement on GIAMPO transportation plans and documents in the Grand Island metropolitan region.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

The TAC received a report on the Public Participation Plan Update in February 2023 from GIAMPO staff.

RECOMMENDATION

Approve Draft Public Participation Plan Update 2024 and release it for public review and comment.

STAFF CONTACT

Allan Zafft

Public Participation Plan Update 2024



October 2023 - DRAFT



October 2023

Funding Note:

The preparation of this document was financed in part with funding from the United States Department of Transportation (USDOT), administered by the Nebraska Department of Transportation (NDOT). The opinions, findings, and conclusions expressed in this publication are those of the authors and do not necessarily represent USDOT or NDOT.

Title VI Notice:

Grand Island Area Metropolitan Planning Organization (GIAMPO) fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to obtain a Title VI complaint form, call the Title VI coordinator which is the City of Grand Island Administrator at 308-385-5444.

Americans with Disabilities Act (ADA) Information:

Individuals requiring reasonable accommodations may request written materials in alternate formats which include interpreter services, large print, readers, hearing assistance or other reasonable accommodations by contacting the City of Grand Island at 308-385-5455.

Additional copies of this document may be obtained by contacting:

City of Grand Island
Public Works Department
City Hall
100 East First Street
Grand Island, NE. 68802

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Abbreviations and Acronyms

CFR	Code of Federal Regulations
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIAMPO	Grand Island Area Metropolitan Planning Organization
IIJA	Infrastructure Investment and Jobs Act
L RTP	Long Range Transportation Plan
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
Neb. RS	Nebraska Revised Statute
NDOT	Nebraska Department of Transportation
PPP	Public Participation Plan
STIP	Statewide Transportation Improvement Program
TAC	Technical Advisory Committee
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
3-C	Continuing, Cooperative, and Comprehensive

Introduction

This is the Grand Island Area Metropolitan Planning Organization (GIAMPO) Public Participation Plan, which describes the public involvement process for the GIAMPO transportation planning process. Public participation is an integral part of this process.

GIAMPO is required to develop a Public Participation Plan to fulfill the requirements stated in Metropolitan Transportation Planning and Programming Regulations (23 CFR 450.316). While federal laws and regulations set a framework for public involvement, GIAMPO strives to carry out a public participation process that is effective at engaging the diverse population in the region.

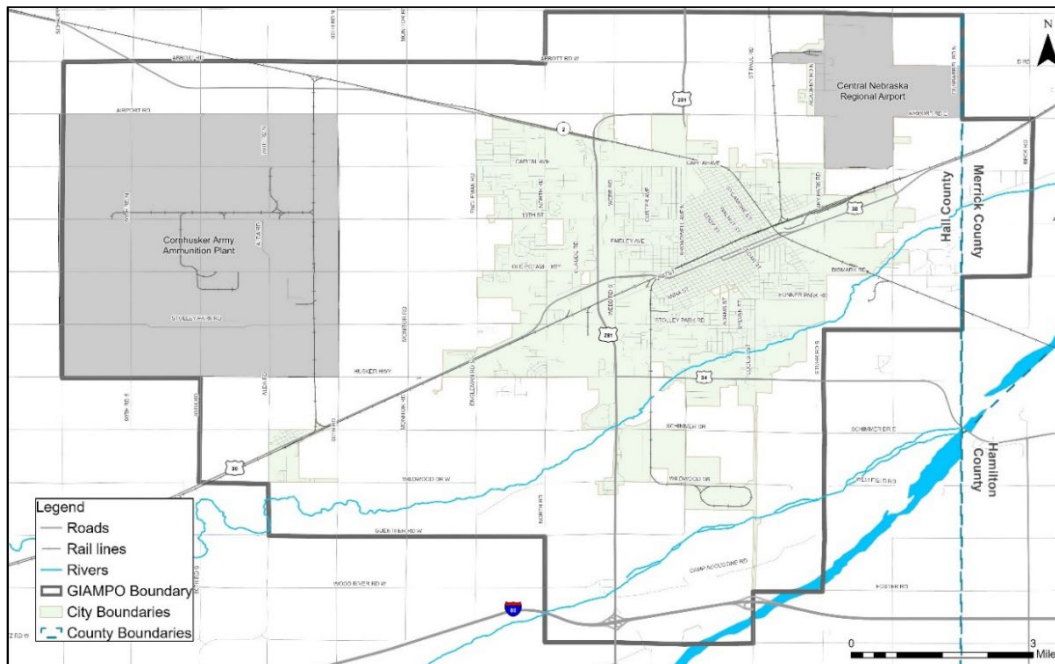
The GIAMPO Public Participation Plan establishes the methods used to provide a proactive public involvement, and it provides a list of activities and procedures GIAMPO will follow to engage the public in the transportation planning process.

What is GIAMPO?

Federal law requires any Urbanized Area population exceeding 50,000 persons to create a Metropolitan Planning Organization (MPO). The MPO is designated to carry out the Continuing, Cooperative, and Comprehensive (3-C) transportation planning process for the metropolitan area. The Grand Island Urbanized Area officially exceeded this population threshold in the 2010 Census, and in 2013 the Governor of Nebraska designated GIAMPO as the official MPO for the Grand Island Urbanized Area. GIAMPO serves as the formal transportation planning body for the greater Grand Island, Nebraska metropolitan area.

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

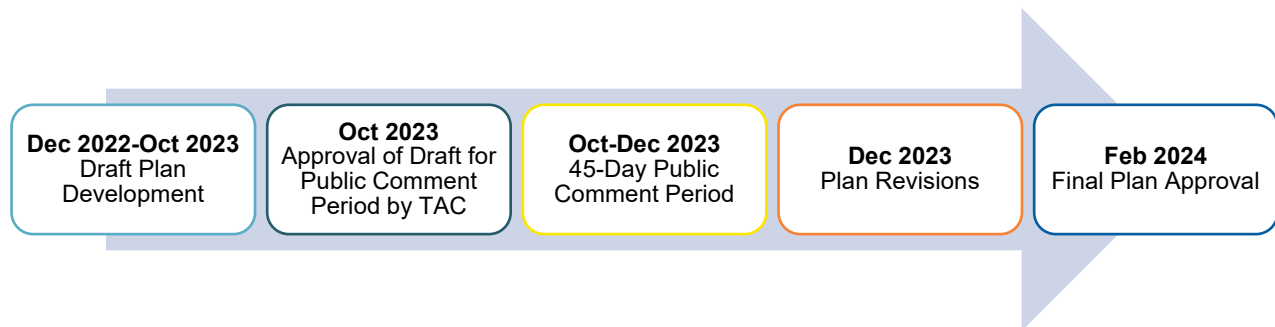


Public Participation Plan Development & Coordination

The 2024 Public Participation Plan is an update to the 2015 Public Participation Plan. This plan update was developed through collaboration of GIAMPO and City of Grand Island staff. **Figure 2** illustrates the overall process utilized to update this plan. During the 45-day public comment period for this Draft, GIAMPO will solicit for public and stakeholder input through postings on social media, the GIAMPO webpage, and in the local newspaper.

As a part of the plan development process, a survey was sent to resource agencies and interested parties asking how they would like to be involved in the planning process. The survey asked respondents to select which types of outreach they felt were the most effective and what areas GIAMPO should improve on. See survey responses in **Appendix A**.

Figure 2 – Public Participation Plan Approach



Guiding Principles

There are several principles that guide the participation process established by GIAMPO, which include the following:

- Effective transportation planning must include the participation by those whose everyday lives are affected by how they are able to get to work, home, school, commercial establishments and services;
- Informing and educating the public about transportation planning is essential to obtaining quality public input; and
- Involving persons and groups that are typically under-represented in transportation planning or with special transportation needs, including, low-income, minority, elderly, student and disabled populations.

Benefits of Public Participation

Public and stakeholder participation is the corner stone of any planning process. Effective public participation allows planners to identify issues and understand aspects of the transportation system directly from the various users. In its simplest form, transportation planning must include the efforts for participation of those whose everyday lives are affected by how they are able to get to work, home, school, stores, and services.

Public participation allows the public an opportunity to voice concerns and offer suggestions regarding transportation-related issues. Additionally, the process helps educate the public about

the transportation planning process and affords transportation professionals and decision-makers the opportunity to see sides of an issue that may be missed when considering a project from a purely technical or political perspective. Meaningful dialog among technical professionals, local decision-makers, and general stakeholders is the key to achieving consensus, which is desired before moving a project forward. Other benefits of public participation include:

- Developing a sense of community and ownership
- Identifying issues and concerns that matter most to the community
- Fostering trust in decision-makers
- Promoting accountability
- Encouraging cooperation and compromise
- Preventing and/or mitigating future conflicts

Goals for Public Involvement

Public involvement is an integral part of the transportation planning process and ensures that decisions are made in consideration of and to benefit public needs and preferences. Early and continuous public involvement; reasonable public availability of technical and other information; collaborative input on alternatives, evaluation criteria and mitigation needs; open public meetings where matters related to the transportation system are being considered; and open access to the decision-making process helps bring diverse viewpoints and values into the planning process. As a result, public involvement for GIAMPO's transportation planning process will focus on the following goals:

- ✓ Responding to and remaining consistent with the Infrastructure Investment and Jobs Act (IIJA) (also known as the "Bipartisan Infrastructure Law") requirements and those outlined in 23 CFR 450.316, and future transportation laws – interested partners, participation, and consultation.
- ✓ Providing timely notice and reasonable access to information.
- ✓ Purposefully seeking input from targeted and interested parties about the goals, objectives, existing conditions, performance measures, improvement scenarios, potential projects and environmental concerns that could be included in the planning process.
- ✓ Engaging citizens, the business and economic development community, freight and rail operators, transit providers, advocacy groups, limited or non-English speakers, environmental justice and underserved populations, and those who use transit, pedestrian walkways, and/or bicycle facilities.
- ✓ Demonstrating consideration and reasonable response to public comments received.
- ✓ Coordinating meeting times and locations with sensitivity to environmental justice groups.
- ✓ Strengthening and creating new partnerships with a wide variety of stakeholders.
- ✓ Building support for adoption and future implementation, while gathering feedback early and often during the planning process.
- ✓ Employing visualization techniques to convey transportation information.

- ✓ Remaining sensitive to the fact that, according to the 2020 U.S. Census, 30% of Hall County’s 62,895 residents are Hispanic or Latino.¹ Further, U.S. Census Bureau indicates that English and Spanish were the top two languages spoken at home by Hall County residents in 2021. Other, individual languages were spoken by less than 1.5% of their representative groups.²
- ✓ Providing bilingual (English/Spanish), informational and educational materials in a range of formats (in person, print, digital, and/or augmented reality) and without technical jargon when requested.

GIAMPO’s Agency Membership

GIAMPO functions through a committee structure consisting of the Policy Board and Technical Advisory Committee (TAC).

GIAMPO Policy Board Members

The Policy Board is the governing body of GIAMPO. It is comprised of elected and appointed officials representing local, state, and federal governments or agencies that establish the overall policy direction for the MPO planning activities. **Table 1** shows the voting and non-voting membership of the Policy Board. The Policy Board has the final responsibility of the MPO activities, and it approves the work program that determines the activities undertaken by GIAMPO, and has the responsibility for approving MPO work products, including the Public Participation Plan.

Table 1 – Policy Board Membership

Policy Board Voting Members
Mayor of the City of Grand Island
Three members of the Grand Island City Council recommended by the Mayor and approved by City Council
Two members of the Hall County Board of Commissioners who reside in the Metropolitan Transportation Planning area
The Chair of the Hall County Regional Planning Commission or designee if Chair resides outside the GIAMPO Metropolitan Planning Area
The Nebraska Department of Transportation (NDOT) Director-State Engineer or designee
Policy Board Ex-Officio (Non-Voting) Members
The Federal Highway Administration (FHWA) Nebraska Division Administrator or designee
The Federal Transit Administration (FTA) Region VII Administrator or designee
Other members as approved by the majority vote of the Policy Board

¹ U.S. Census Bureau. 2020 Decennial Census. DP1: Profile of General Population and Housing Characteristics.

² U.S. Census Bureau. 2013-2017 ACS 5-Year Estimates. S1601: Language Spoken at Home.

The Policy Board meetings are open to the public and are held in accessible locations. There is a public announcement of the Nebraska Open Meetings Act at the beginning of each meeting. Additionally, the Policy Board agendas are posted on the GIAMPO webpage, sent out to citizens who have asked to be included on the GIAMPO email notification list, and meeting notices are published in the newspaper in a timely manner in accordance to state law.

Technical Advisory Committee (TAC) Members

The 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. This committee is comprised of engineering, planning, transit, and other professionals. It includes representation from local, state, and federal officials. **Table 2** shows the voting and non-voting membership of the TAC. Through this web of professionals, GIAMPO staff remains informed about transportation concerns from a variety of stakeholders.

Table 2 – Technical Advisory Committee (TAC) Membership

TAC Voting Members
Public Works Director, City of Grand Island
City Administrator, City of Grand Island
Assistant Director of Public Works: Engineering Services, City of Grand Island
City of Grand Island Community Development Director
Transit Program Manager, City of Grand Island
Hall County Public Works Director
NDOT Intermodal Planning Engineer or designee
NDOT District 4 Engineer
Merrick County Highway Superintendent
Village of Alda
Central Nebraska Regional Airport Executive Director
TAC (Non-Voting) Members
Finance Director, City of Grand Island
Streets Superintendent, City of Grand Island
Local Projects Urban Engineer, NDOT
Local Projects Engineer, NDOT
Transportation Planner, FHWA
Community Planner, FTA
Grand Island Area Chamber of Commerce

Table 2 – Technical Advisory Committee (TAC) Membership (Continued)

TAC (Non-Voting) Members
Grand Island Area Economic Development Corporation
Union Pacific Railroad
Burlington Northern Santa Fe Railroad

The TAC meetings are open to the public and are held in accessible locations. There is a public announcement of the Nebraska Open Meetings Act at the beginning of each meeting. Additionally, the TAC agendas are posted on the GIAMPO webpage, sent out to citizens who have asked to be included on the GIAMPO email notification list, and meeting notices are published in the newspaper in a timely manner in accordance to state law.

Public Involvement Methods

GIAMPO strives to provide a public involvement process with comprehensive information, timely public notice, and full public access to the regional transportation planning process. GIAMPO works closely with local, state, and federal planning partners (NDOT, FHWA, FTA, and local jurisdictions) to coordinate public outreach efforts. The following methods are used to provide the public and interested parties with a variety of opportunities for being involved in the transportation planning process.

Nebraska Open Meetings Act

Both the Policy Board and TAC meetings are governed by the Nebraska Open Meetings Act. However, there may be times when Policy Board meetings are closed to the public for executive sessions to discuss personnel and other sensitive issues, as permitted by state law. The Policy Board may on occasion meet with a member(s) joining via conference call or video conference. In this situation, there will be a speakerphone or video conference equipment located at the meeting location listed on the agenda.

Working Groups and Steering Committees

In addition to the TAC, GIAMPO may create ad hoc working groups or steering committees to focus on a specific topic or document. Any long-term or standing sub-committees of the Policy Board will be appointed by the Policy Board at a regularly occurring meeting.

Draft Document Availability

When major MPO documents or products are developed, updated or amended, copies of the draft document will be available during the public comment period. The public notice indicates the staff person responsible for ensuring all documents are available to the public. A copy of the draft may also be obtained by visiting the GIAMPO webpage at www.grand-island.com/giampo, by emailing the MPO Program Manager at giampo@grand-island.com or at his/her direct email address, or by stopping by the Grand Island Public Works Department at City Hall, 100 East First Street, Grand Island, NE 68801.

Social Networking

The City of Grand Island's Public Works Department maintains a social media account(s) to provide notifications and updates to the public on the transportation planning process. As of this update of the Public Participation Plan, Facebook is being used to elicit public comments on documents during public comment opportunities. This social networking site can be accessed by clicking the Facebook icon on the GIAMPO's homepage or by visiting, www.facebook.com/GI.PublicWorks. GIAMPO will consider to use other methods of social media as they become available and gain in popularity.

Email Notifications

GIAMPO maintains a database of interested citizens, agency staff and stakeholders wanting to receive email notifications. This allows GIAMPO to email notifications regarding meeting agendas, special events or meetings, public comment periods or other information.

During the development of the Long Range Transportation Plan update, GIAMPO may also utilize the email notification systems already established by local jurisdictions to inform citizens of public meetings and of the draft document's public comment period.

Postal Mailings

GIAMPO recognizes the diversity in the citizens it serves and that not everyone may have readily available access to the internet to view the GIAMPO webpage or receive email notifications. While it would be cost prohibitive to mail every resident in the GIAMPO region notification each time a comment period or public meeting is held, citizens may request that GIAMPO mail them notifications if that is their preferred method. Mailings may also be used by GIAMPO to target specific neighborhoods or stakeholder groups to gather comments or feedback.

Public Meetings, Workshops, and Open Houses

GIAMPO will hold public meetings as necessary for specific issues or documents. If a public meeting is required by federal regulations, one will be held before or during the public comment period in a location accessible by the public. Public meetings and open houses will generally be conducted for a two-hour period between the hours of 4:00 p.m. and 7:00 p.m. (Monday through Friday). GIAMPO will strive to hold a public meeting in areas to provide access that is more convenient for all citizens in the GIAMPO region.

Workshops, open houses, or other events may also be conducted to keep the public informed, involved, and solicit feedback on various projects and plans. To notify the public of these events, the GIAMPO staff will post information on the GIAMPO webpage, and, if appropriate, through email notices, mailed notices, legal publications in the newspaper, and press releases.

Virtual Public Meetings

Virtual tools and platforms can efficiently be made accessible to communities. By removing barriers of transportation, access to childcare, and general time constraints, virtual public meetings allow for more participation in the planning process. Using virtual platforms, GIAMPO may conduct virtual public meetings that coincide with or supplement in-person public meetings for specific projects when appropriate.

Legal Notices

GIAMPO will publish a legal notice in the local newspaper notifying the public of public meetings or of public comment periods for applicable MPO documents.

Media Press Releases

Press releases are sent to local media contacts regarding public meetings, open houses and applicable MPO documents out for public comment. Media contacts who have requested to be placed on the Policy Board and TAC email notification lists will be notified.

Surveys

GIAMPO may deploy surveys to gather community feedback regarding a particular document or process. Survey can be conducted online, in-person, or through hard-copies. Accessible formats, platforms, and translation options will be identified, as needed.

Presentations

Civic organizations, interest groups, and agencies may request presentations by GIAMPO staff. Presentation topics may include a general overview of the MPO or specific GIAMPO work products or planning activities.

Visualization

Visualization techniques will be used in all core transportation plans, programs and documents as much as possible. Visualization techniques promote improved understanding of the GIAMPO process and products for those who do not have a background in transportation planning. These techniques will include the use of colors, diagrams, tables, figures, maps and photos that further illustrate the ideas and concepts in transportation plans, projects and programs.

Brochures and Fact Sheets

Brochures and fact sheets are means of providing data and information in a graphic format. This simple visual serves as a fact sheet, providing information in a quick and easy to read format. GIAMPO may use this tool to disseminate information about major plans, studies, and the general transportation planning process.

Local Events and Information Tables

While formal meetings provide a good forum for public education and input, transportation plans and processes may receive wider exposure at various community events. Events like county fairs, music festivals, and other recreational and social gatherings attract many people who would not typically attend a formal meeting, but would be willing to take a brochure and to provide input for a transportation project. As appropriate, GIAMPO staff may attend special events in person or with stand-alone booths and/or tables to provide information.

Stakeholder/Focus Group

During specific projects, the MPO may convene a group of experts, individuals, or stakeholders that are representative of interested parties to provide greater insight on a specific plan or study, or to identify user specific priorities and concerns. These individuals offer valuable insight in

project development, and are generally sought out outside of general public engagement activities.

Website

The GIAMPO webpage www.grand-island.com/GIAMPO provides a wealth of information about the MPO. Housed on the webpage are important documents and meeting agendas and minutes, along with announcements regarding current comment periods and public meetings. The GIAMPO webpage has contact information for GIAMPO staff to allow interested parties to submit comments, questions, or requests to be placed on the GIAMPO's email notification list.

The webpage also contains Google's free translation tool. This allows for website information to be translated from English into a multitude of other languages, including Spanish, the largest population of non-English speaking as primary language in the GIAMPO MPA.

Emergency Situations

In a period of a public health emergency or disaster recovery – when social distancing is required, or when a weather-related or other disaster prevents regular public involvement processes from going forward – alternative arrangements may be made to the participation process that continue to allow for meaningful involvement from members of the public. These may include alternative in-person meetings, virtual-only meetings, or other methods. GIAMPO will use the resources available to it to notify and inform the public of such changes.

Engaging Traditionally Underserved Populations

While a federal requirement, it is also a practice of GIAMPO to make special effort to consider the concerns of traditionally underserved populations, including low-income, minority, elderly, immigrant, and disabled populations. GIAMPO meetings are open to the public and held in locations that are accessible by transit and in buildings compliant with the Americans with Disabilities Act (ADA). The GIAMPO staff will use a combination of the following techniques, as appropriate, to engage the traditionally underserved populations:

- Conduct interviews orally to reduce low-literacy as a barrier.
- Utilize local residents to help interview citizens in their own communities.
- Provide a comfortable meeting space with appropriate accommodations.
- Involve local officials and community representatives, as appropriate.
- Use traditional, non-computer based means during public outreach efforts.
- Hold meetings in "neutral" locations like schools, community centers, or public libraries (when necessary).
- Utilize the knowledge and connections of existing organizations.
- Attend scheduled and special events (the "don't wait for them to come to you, go to them" approach).
- Provide documents in alternative formats upon request when feasible.
- Use interpreters and translated materials where appropriate and feasible (this is further defined in the GIAMPO Limited English Proficiency Plan).

Evaluating Public Participation Methods

The Public Participation Plan is a constantly evolving document and must be continuously evaluated and improved upon to create and maintain effective public engagement.

A complete update of the Public Participation Plan is initiated at least every five years to reevaluate the methods and strategies for engaging the public. In the interim, the public participation process will be reviewed on an annual basis to assess whether public opinions are being actively sought and that the public has equal and full access to all GIAMPO documents and plans. Public participation methods will be reviewed using the evaluation criteria in **Table 3** to gauge the effectiveness of each strategy.

Table 3 – Evaluation of Public Participation Plan Methods

Method	Evaluation Criteria
Website	Number of page views Number of unique page views
Social Networking	Number of Facebook “Likes” Number of Facebook “Shares”
Email Notifications	Number of persons contacted (emails sent)
Public Meetings	Total number of attendees at all events Number of comments received during events
Informational Tables/Local Events	Number of events
Focus Group/Stakeholder	Total number of attendees at all events
Surveys	Number of survey respondents
Presentations	Number of presentations made
Public Comment Periods	Number of comments received

MPO Planning and Program Documents

GIAMPO is responsible for preparing and adopting the following plans and programs according to the listed schedules for each as shown in **Table 4**.

Table 4 – MPO Planning and Program Documents

MPO Planning and Program Document	Reviewing Body Public Meeting	Meeting Notices	Comment Period	Availability of Reports/Minutes and Agenda *
Long Range Transportation Plan (LRTP) Update and Amendments	MPO Technical Advisory Committee, MPO Policy Board	Posted during the public review period and prior to public meetings	At least 30 calendar days prior to approval by MPO Policy Board	Agenda and packet available at least 7 calendar days prior to meetings, minutes available pursuant to Neb. RS 84-1413
Transportation Improvement Program (TIP)	MPO Technical Advisory Committee, MPO Policy Board	Posted during the public review period and prior to public meetings	At least 30 calendar days prior to approval by MPO Policy Board	Agenda and packet available at least 7 calendar days prior to meetings, minutes available pursuant to Neb. RS 84-1413
TIP Amendments	MPO Technical Advisory Committee, MPO Policy Board	Posted during the public review period and prior to public meetings	At least 15 calendar days prior to approval by MPO Policy Board	Agenda and packet available at least 7 calendar days prior to meetings, minutes available pursuant to Neb. RS 84-1413
Unified Planning Work Program (UPWP) and Amendments	MPO Technical Advisory Committee, MPO Policy Board	Posted during the public review period and prior to public meetings	At least 15 calendar days prior to approval by MPO Policy Board	Agenda and packet available at least 7 calendar days prior to meetings, minutes available pursuant to Neb. RS 84-1413
Public Participation Plan (PPP) and Amendments	MPO Technical Advisory Committee, MPO Policy Board	Posted during the public review period and prior to public meetings	At least 45 calendar days prior to approval by MPO Policy Board	Agenda and packet available at least 7 calendar days prior to meetings, minutes available pursuant to Neb. RS 84-1413
Other Reports/Documents	MPO Technical Advisory Committee, MPO Policy Board	Posted during the public review period and prior to public meetings	At least 15 calendar days prior to approval by MPO Policy Board	Agenda and packet available at least 7 calendar days prior to meetings, minutes available pursuant to Neb. RS 84-1413

* According to Nebraska Revised Statute 84-1413, minutes will be available for inspection within ten working days of the meeting or prior to the next convened meeting, whichever occurs earlier. Draft documents/reports are included in the agenda packets for MPO Technical Advisory Committee meetings. According to the Nebraska Revised Statute 84-1411, agendas are maintained for public inspection and may not be altered later than 24 hours before the scheduled meetings.

Long Range Transportation Plan (LRTP)

Updated:

- Every 5 years

Amended:

- As needed

Public Comment Period:

- Minimum of 30 calendar days for updates and amendments

Minimum Required Techniques & Strategies:

- Discussion with the TAC prior to public comment period.
- Newspaper and MPO webpage notices announcing public comment period.
- Email notification of public comment period.
- Draft update available for review on the GIAMPO webpage, at Grand Island City Hall and at Grand Island Public Library.
- Open houses/public meetings as needed.
- Summarize public comments, including how the comments were addressed, and include in the final draft update.

Amendments:

- Notification of amendment to the TAC prior to posting the draft for public comment, with explanation of the need for the amendment.
- Notices announcing the public comment period on the MPO webpage and in the newspaper.
- Email notification of public comment period.
- Draft available for review on the GIAMPO webpage and at Grand Island City Hall.
- Open houses/public meetings are not required for GIAMPO amendments.

NOTE: If the final LRTP document differs significantly from the draft made available for public comment, an additional opportunity for public comment will be provided.

The Long Range Transportation Plan (LRTP) formalizes the vision for the regional transportation system for the next 25 years through establishing a series of transportation goals and objectives. The LRTP details the condition, issues, and opportunities of the existing system, while outlining a realistic plan for future improvements based on historical and projected funding trends.

The LRTP is updated in its entirety at least once every five years. This includes reevaluating the goals and objectives for the transportation system, updating the needs analysis, along with the identified projects. Amendments to the LRTP are made as needed to reflect significant changes to fiscally constrained projects and/or funding conditions.

After the public comment period, the draft update will be taken to the TAC (along with any public comments received) for their recommended approval for the Policy Board to adopt the plan. Once the Policy Board approves the update or amendment the approved document then replaces the former LRTP. The final LRTP is submitted to NDOT, FHWA and FTA for informational purposes (as these entities do not approve the LRTP).

Transportation Improvement Program (TIP)

Updated:

- Annually

Amended:

- As needed

Public Comment Period:

- Minimum of 30 calendar days for new TIP
- Minimum of 15 calendar days for amendments
- No comment period required for administrative modifications

Minimum Required Techniques & Strategies:

- Discussion with the TAC prior to public comment period.
- Newspaper and MPO webpage notices announcing public comment period.
- Email notification of public comment period.
- Draft available for review on the GIAMPO webpage and at Grand Island City Hall.
- Summarize public comments, including how the comments were addressed, and include in the TIP.

Amendments:

- Notification of amendment to the TAC prior to posting the draft for public comment, with explanation of the need for the amendment.
- Notices announcing the public comment period on the GIAMPO webpage and in the newspaper.
- Email notification of public comment period.
- Draft available for review on the GIAMPO webpage and at Grand Island City Hall.

NOTE: If the final TIP document differs significantly from the draft made available for public comment, an additional opportunity for public comment will be provided.

The Transportation Improvement Program (TIP) is a short-range plan that includes all regionally significant and/or federally funded surface transportation projects to be implemented over period of not less than four years. The TIP is developed in cooperation with NDOT, City of Grand Island, Hall County, Merrick County, and Village of Alda.

For projects to be included in the TIP, they must first be in the LRTP. A project, if not regionally significant or specifically identified as a line item in the LRTP, must only be consistent with the LRTP.

In Nebraska, the TIP is required to be updated annually. The MPO-approved TIP is submitted to NDOT for the State’s approval and inclusion in the Statewide Transportation Improvement Program (STIP). FHWA and FTA approves the STIP, which includes the projects from the TIP.

Between TIP updates, GIAMPO will process amendments as needed to reflect major project changes such as a new project. Administrative modifications may be made at any time and do not require public review or Policy Board action. This includes minor changes such as project termini changes of less than 0.25

mile. After an administrative modification has received concurrence by NDOT, it should be posted on the GIAMPO webpage. For more information on amendments and administrative modifications, see the most current TIP document.

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.

Unified Planning Work Program (UPWP)

New UPWP:

- Developed Annually

Amended:

- As needed

Public Comment Period:

- Minimum of 15 calendar days for new UPWP and amendments
- No comment period required for administrative modifications

Minimum Required Techniques & Strategies:

- Discussion with the TAC prior to public comment period.
- Newspaper and MPO webpage notices announcing public comment period.
- Email notification of public comment period.
- Draft available for review on the GIAMPO webpage and at Grand Island City Hall.
- Summarize public comments, including how the comments were addressed, and include in the Policy Board's meeting packet, which recommends MPO approval.

Amendments:

- Notification of amendment to the TAC prior to posting the draft for public comment, with explanation of the need for the amendment.
- Notices announcing the public comment period on the GIAMPO webpage and in the newspaper.
- Email notification of public comment period.
- Draft available for review on the GIAMPO webpage and at Grand Island City Hall.

The UPWP identifies and budgets for the regional transportation planning projects that GIAMPO and its planning partners will undertake during each calendar year. The UPWP outlines the status of planning activities, provides information about accomplishments from the previous year, and provides an overview of major activities planned for the upcoming year. The UPWP is developed in cooperation with NDOT, FHWA, FTA, and the City of Grand Island's Transit Division.

Each February the GIAMPO staff begins drafting the upcoming year's UPWP in coordination with the planning partners. The UPWP is typically approved by GIAMPO in May, before being submitted to NDOT and FHWA/FTA for approval.

The UPWP may be amended throughout the year to adjust the activities or budget. The "NDOT Operating Manual for MPO Transportation Planning" provides guidance on when the UPWP must be revised through an amendment versus administrative modification. Amendments require NDOT and FHWA/FTA approvals. Administrative modifications may be made at any

time and do not require public review or Policy Board action. After NDOT has provided concurrence on an administrative modification, GIAMPO can then update its UPWP with the change.

Public Participation Plan (PPP)

Updated:

- At least every 5 years, prior to LRTP updates
- Reviewed annually and updated as needed

Public Comment Period:

- Minimum of 45 calendar days for complete updates
- Minimum of 30 calendar days for amendments
- No comment period required for administrative modifications

Minimum Required Techniques & Strategies:

- Discussion with the TAC prior to public comment period.
- Public and stakeholder consultation through a variety of methods including surveys, stakeholder meetings, and/or public meetings.
- Summarize public comments, including how the comments were addressed, and include summary in the final draft of PPP.
- Newspaper and MPO webpage notices announcing public comment period.
- Email notification of public comment period.
- Draft available for review on the GIAMPO webpage and at Grand Island City Hall.

The Public Participation Plan (PPP) has been discussed in detail throughout this document, but essentially the PPP serves as a guide to improve the process for involving the public in regional transportation decision making. It establishes a process to effectively engage citizens in the planning process by outlining the public input procedures, processes, and methods to be used.

Other Reports and Documents

GIAMPO may lead or coordinate with a local agency for a study or plan, authorized through the Unified Planning Work Program (UPWP), to develop a greater understanding of transportation needs and public desires for propose improvements. A public involvement process is developed for these documents providing a unique opportunity to discuss the issues, conceiving potential improvements, and commenting on any recommendation.

Enclosed are the survey responses received from resource agencies and interested parties to a public participation survey as part of the GIAMPO Public Participation Plan update. The survey was available from June 26, 2023 through July 17, 2023. In total, there were 37 surveys completed.

Public Participation Survey – Input from Resource Agencies and Interested Parties
June 26, 2023 through July 17, 2023

Question No. 1 – What agency or group do you represent?

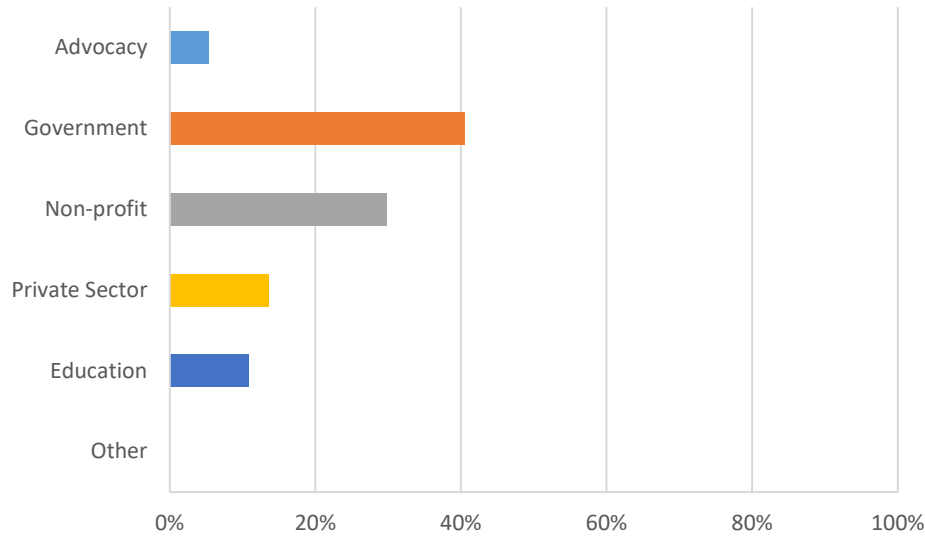
Answered: 37 Skipped: 0

Central Community College
Police
Leadership Unlimited
Legal
Berkshire Hathaway HomeServices Da-Ly Realty
Central District Health Department
St. Francis Hospital
Environmental Protection Agency R7
Nebraska Commission on Latino Americans
Heartland United Way
Regional Planning
Hall County
Grand Island Public Schools
Literacy Council of Grand Island
Grand Island Public Library
NCHS
Nebraska State Fair
City of Grand Island
Wood River Rural Schools
City of GI - Transit Division
Willow Rising
local consultant
Nebraska Game and Parks Commission
Hall County Board
Central Community College
Volunteer advocate previously with United Way
Grand Island Chamber
Audubon's Rowe Sanctuary
Audubon Great Plains
CHI Health St. Francis Hospital
Village of Alda
Nebraska Department of Environment and Energy
City of Grand Island
Hope Harbor
Public
City Council
Abuse and Neglected Children

Public Participation Survey – Input from Resource Agencies and Interested Parties
 June 26, 2023 through July 17, 2023

Question No. 2 – What role does your agency or group play in the planning process?

Answered: 37 Skipped: 0

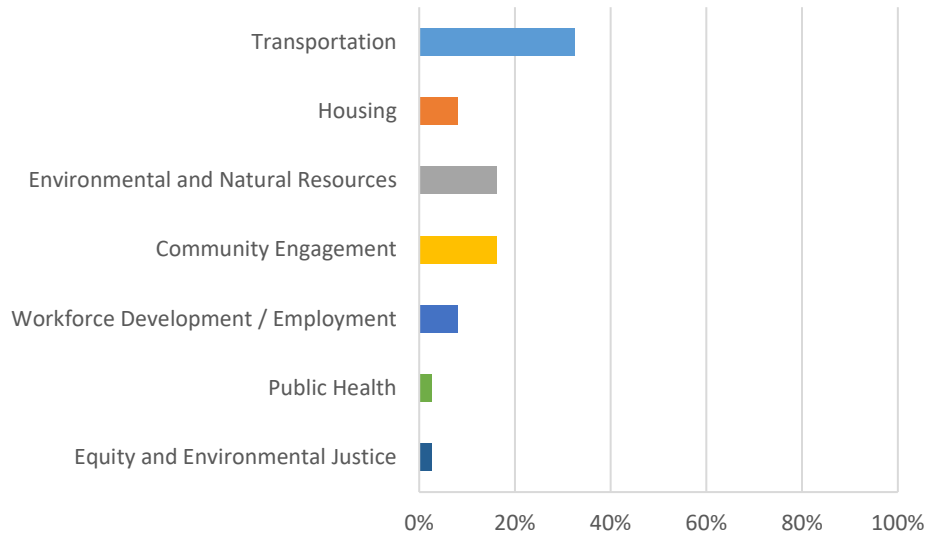


ANSWER CHOICES	RESPONSES	
Advocacy	5.41%	2
Government	40.54%	15
Non-profit	29.73%	11
Private Sector	13.51%	5
Education	10.81%	4
Other	0.00%	0
Total Respondents: 37		

Public Participation Survey – Input from Resource Agencies and Interested Parties
 June 26, 2023 through July 17, 2023

Question No. 3 – What is your organization or group’s main goal relating to planning?

Answered: 37 Skipped: 0

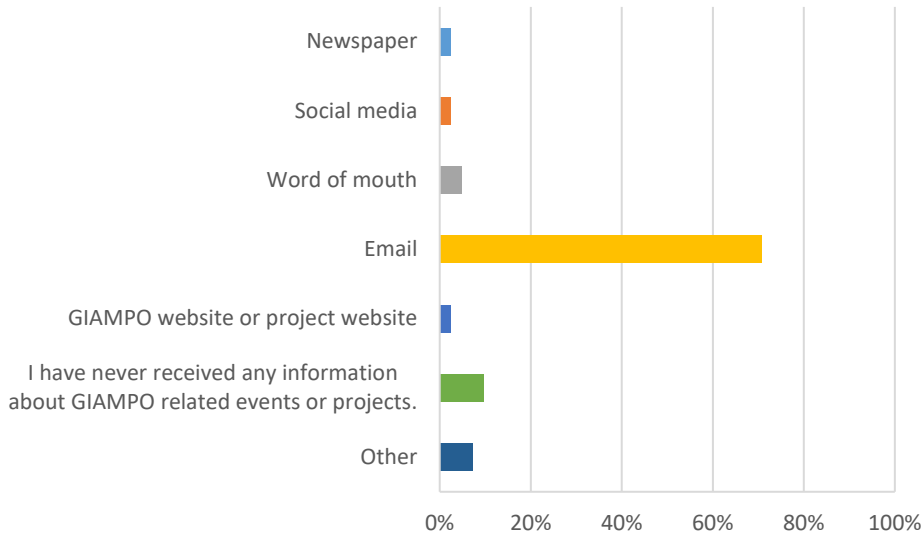


ANSWER CHOICES	RESPONSES	
Transportation	32.43%	12
Housing	8.11%	3
Environmental and Natural Resources	16.22%	6
Community Engagement	16.22%	6
Workforce Development / Employment	8.11%	3
Public Health	2.70%	1
Equity and Environmental Justice	2.70%	1
Other	13.51%	5
TOTAL		37

Public Participation Survey – Input from Resource Agencies and Interested Parties
 June 26, 2023 through July 17, 2023

Question No. 4 – How do you find out about GIAMPO related events or projects? (please select all that apply)

Answered: 37 Skipped: 0

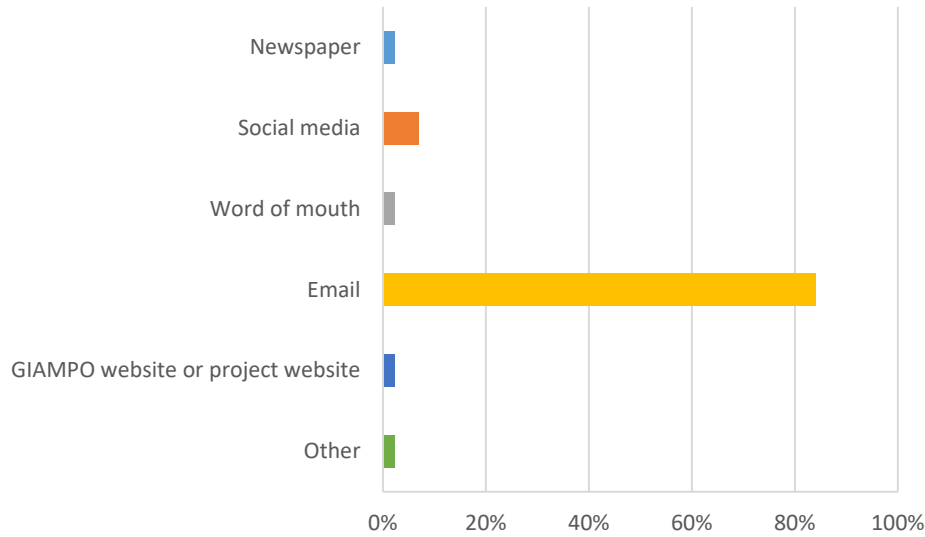


ANSWER CHOICES	RESPONSES	
Newspaper	2.44%	1
Social media	2.44%	1
Word of mouth	4.88%	2
Email	70.73%	29
GIAMPO website or project website	2.44%	1
I have never received any information about GIAMPO related events or projects.	9.76%	4
Other	7.32%	3
Total Respondents: 37		

Public Participation Survey – Input from Resource Agencies and Interested Parties
 June 26, 2023 through July 17, 2023

Question No. 5 – What is the best way to communicate with you about upcoming GIAMPO events? (please select all that apply)

Answered: 37 Skipped: 0

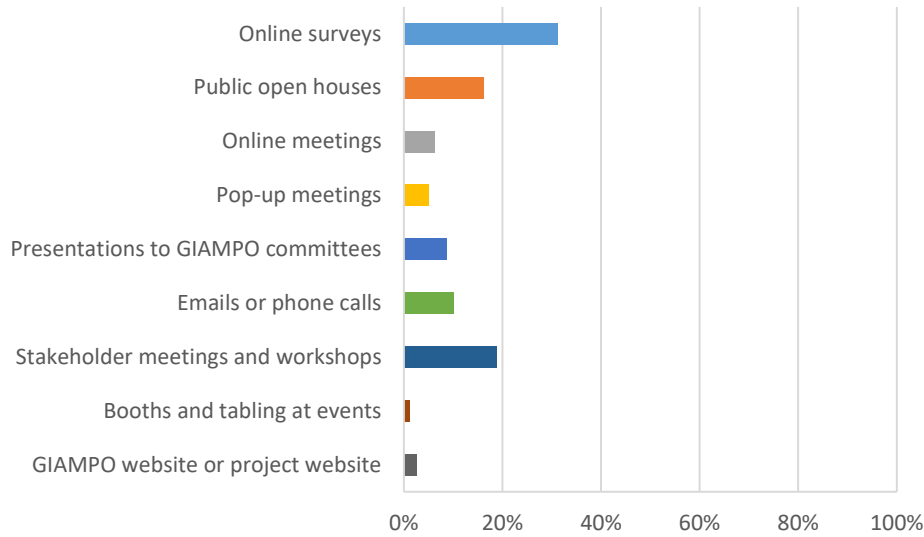


ANSWER CHOICES	RESPONSES	
Newspaper	2.27%	1
Social media	6.82%	3
Word of mouth	2.27%	1
Email	84.09%	37
GIAMPO website or project website	2.27%	1
Other	2.27%	1
Total Respondents: 37		

Public Participation Survey – Input from Resource Agencies and Interested Parties
 June 26, 2023 through July 17, 2023

Question No. 6 – In which of GIAMPO’s public involvement strategies have you participated? (please select all that apply)

Answered: 32 Skipped: 5

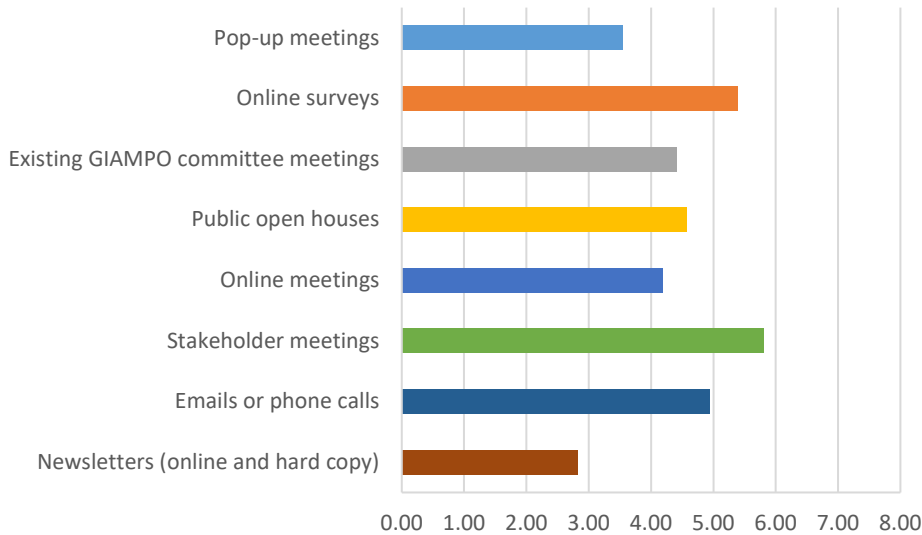


ANSWER CHOICES	RESPONSES	
Online surveys	31.25%	25
Public open houses	16.25%	13
Online meetings	6.25%	5
Pop-up meetings	5.00%	4
Presentations to GIAMPO committees	8.75%	7
Emails or phone calls	10.00%	8
Stakeholder meetings and workshops	18.75%	15
Booths and tabling at events	1.25%	1
GIAMPO website or project website	2.50%	2
Total Respondents: 32		

Public Participation Survey – Input from Resource Agencies and Interested Parties
June 26, 2023 through July 17, 2023

Question No. 7 – Which of the following strategies do you think are the most effective for gathering input into the planning process? (Please rank from most effective (8) to least effective (1))

Answered: 34 Skipped: 3

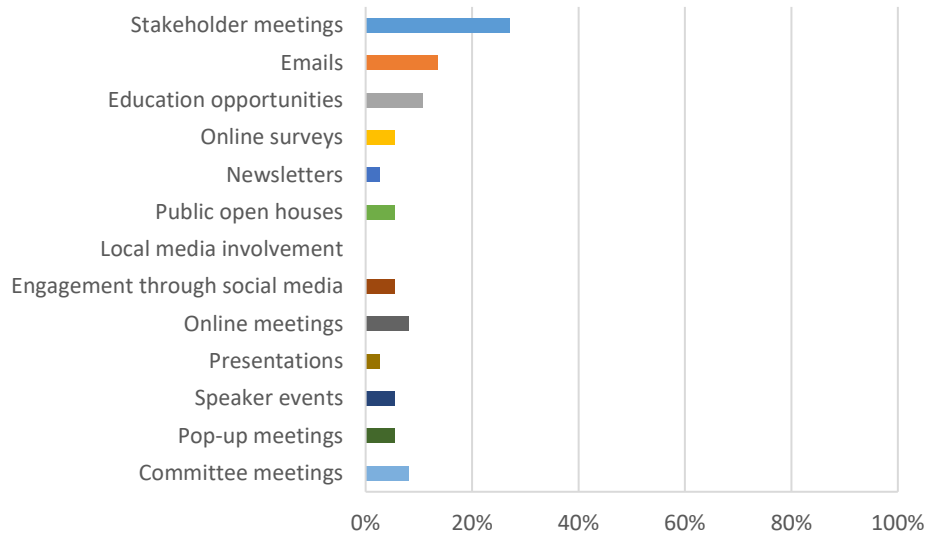


	1	2	3	4	5	6	7	8	TOTAL	SCORE	
Pop-up meetings	19.35%	22.58%	12.90%	19.35%	6.45%	3.23%	6.45%	9.68%			
		6	7	4	6	2	1	2	3	31	3.55
Online surveys	2.94%	2.94%	11.76%	8.82%	23.53%	23.53%	11.76%	14.71%			
		1	1	4	3	8	8	4	5	34	5.38
Existing GIAMPO committee meetings	12.50%	15.63%	9.38%	12.50%	15.63%	12.50%	9.38%	12.50%			
		4	5	3	4	5	4	3	4	32	4.41
Public open houses	9.09%	18.18%	6.06%	9.09%	12.12%	30.30%	6.06%	9.09%			
		3	6	2	3	4	10	2	3	33	4.58
Online meetings	12.12%	6.06%	18.18%	24.24%	15.15%	6.06%	15.15%	3.03%			
		4	2	6	8	5	2	5	1	33	4.18
Stakeholder meetings	3.23%	3.23%	6.45%	19.35%	9.68%	6.45%	25.81%	25.81%			
		1	1	2	6	3	2	8	8	31	5.81
Emails or phone calls	0.00%	11.76%	26.47%	5.88%	14.71%	8.82%	17.65%	14.71%			
		0	4	9	2	5	3	6	5	34	4.94
Newsletters (online and hard copy)	42.42%	21.21%	9.09%	6.06%	0.00%	9.09%	6.06%	6.06%			
		14	7	3	2	0	3	2	2	33	2.82

Public Participation Survey – Input from Resource Agencies and Interested Parties
 June 26, 2023 through July 17, 2023

Question No. 8 – What method of communication and outreach would you like to see GIAMPO do more of in the future?

Answered: 37 Skipped: 0



ANSWER CHOICES	RESPONSES	
Stakeholder meetings	27.03%	10
Emails	13.51%	5
Education opportunities	10.81%	4
Online surveys	5.41%	2
Newsletters	2.70%	1
Public open houses	5.41%	2
Local media involvement	0.00%	0
Engagement through social media	5.41%	2
Online meetings	8.11%	3
Presentations	2.70%	1
Speaker events	5.41%	2
Pop-up meetings	5.41%	2
Committee meetings	8.11%	3
Total Respondents: 37		

Question No. 9 – What is your overall impression of GIAMPO's public outreach activities?
Please list any areas in which we need to improve.

Answered: 37 Skipped: 0

- Not very educated on this currently.
- The goal and purpose of the meetings could be clearer.
- Unsure
- I haven't been involved in any recent GIAMPO meetings in a while.
- Not the best, room for improvement. The community at large does not know this group exists and GIAMPO could benefit from having a paid staff person as part of the city to help connect with All community members and let them know about GIAMPO.
- Good
- Confused at times
- I know they were at the 4th St. Festival. Have they partnered with the non-english speaking community?
- Good
- It has been ok, I attended one public meeting. We are not within Grand Island but interested in how the service could work in conjunction with school.
- I think things are currently going well. I think pop-up meetings would be a good way to go out to people for input, instead of a setup which requires them to attend.
- Average but could be better in communicating steps
- Doesn't always reach out to the right stakeholders or agencies
- I'm not sure the message is getting out well, at least based on what I have seen.
- Need more information
- It has been effective.
- I hadn't heard of GIAMPO before, so it's difficult to say but the outreach must not be very extensive.
- I think if you're in the business community or on a prior list you probably know what's going on, but the general public does not know what is happening. GIPD, GIFD, and other city entities have had luck with social media.
- non existent, nobody knows what GIAMPO is

Public Participation Survey – Input from Resource Agencies and Interested Parties
June 26, 2023 through July 17, 2023

Question No. 10 – Would you like to be added to the below GIAMPO committee(s) and work product(s) to receive email notifications pertaining to that group and work product? (please select all that apply)

If you would to receive email notifications, please provide your email address, name, and organization.

Answered: 22 Skipped: 15

Twenty-two individuals indicated they wanted to receive an email notification pertaining to a GIAMPO committee(s) and/or work product(s).

The Public Participation Plan Update 2024 was released for public review and comment at www.grand-island.com/giampo on October XX, 2023. The public comment period lasted for forty-five calendar days ending on December XX, 2023. An email notification was sent to resource agencies and interested parties about the public comment period on October XX, 2023. A press release was sent electronically to news sources in the Grand Island area on October XX, 2023. A public notice was published in the Grand Island Independent encouraging public comment on October XX, 2023.

Technical Advisory Committee

Monday, October 16, 2023

Regular Session

Item J1

Report on the NDOT Carbon Reduction Strategy

Staff Contact: Allan Zafft, MPO Program Manager

TAC Agenda Report
October 16, 2023

Agenda Item No. J1

ISSUE

REPORT: NDOT Carbon Reduction Strategy

BACKGROUND

The Infrastructure Investment and Jobs Act (IIJA), signed into law in November 2021, authorized the Carbon Reduction Program (CRP), a new federal program intended to fund efforts to reduce carbon emissions from surface transportation. As a requirement of the CRP, states must develop a CRS in consultation with the state's metropolitan planning organizations (MPOs) by November 15, 2023.

In Nebraska, the transportation sector is the second largest source of carbon emissions in the state, preceded by the electric generation sector. Activities that contribute to those emissions include the burning of fossil fuels in vehicles and infrastructure-related emissions, such as from road construction and street lighting. The CRS-development process will pinpoint strategies to reduce carbon that are proven, effective, and context-sensitive for Nebraska.

Thus far, the Nebraska Department of Transportation (NDOT) has completed extensive internal research and interviews to review its existing policies and activities contributing to carbon reduction, held individual consultations with each of Nebraska's four MPOs, and distributed a survey to institutional partners, hosted an online survey for the general public, and held a virtual public meeting in September 2023.

The NDOT CRS webpage is located at <https://dot.nebraska.gov/travel/carbon-reduction-strategy-crs/>.

NDOT staff will provide an update on the NDOT Carbon Reduction Strategy at the October 16 Technical Advisory Committee (TAC) meeting.

POLICY CONSIDERATIONS/DISCUSSION

None.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACT

Allan Zafft

Technical Advisory Committee

Monday, October 16, 2023

Regular Session

Item J2

Report on the Carbon Reduction Program Funds

Staff Contact: Allan Zafft, MPO Program Manager

TAC Agenda Report
October 16, 2023

Agenda Item No. J2

ISSUE

REPORT: Report on the Carbon Reduction Program Funds

BACKGROUND

Infrastructure Investment and Jobs Act (IIJA), signed into law in November 2021, authorized the Carbon Reduction Program, a new federal program intended to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions. Transportation emissions means carbon dioxide emissions from on-road highway sources of those emissions within a State (23 U.S.C. 175(a)(2)).

The CRP will provide approximately \$9.2 million in formula funding to Nebraska annually for five years (fiscal years 2022-2026). For each fiscal year, 65 percent of a State's CRP apportionment is to be obligated in the following areas in proportion to their relative shares of the State's population:

- Urbanized areas with an urbanized area population greater than 200,000
- Urbanized areas with an urbanized area population of at least 50,000 but no more than 200,000
- Urban areas with population at least 5,000 and no more than 49,999
- Areas with population of less than 5,000

The remaining 35 percent of the State's CRP appointment each fiscal year may be obligated in any area of the State.

Legislative Bill 98 (LB98) of the 2011 Nebraska Session provided NDOT the authority to enter into agreements for purchase of federal aid transportation funds at a discount rate. The Federal Funds Purchase Program was established to provide a way for NDOT to purchase the federal funds used by Local Public Agencies in exchange for state cash. NDOT purchased the FY 2022 CRP funds for the Grand Island urbanized area through this program, and NDOT plans to purchase the remaining fiscal years of CRP funds for the Grand Island urbanized area.

GIAMPO staff will provide an update on the CRP funds at the October 16 Technical Advisory Committee (TAC) meeting.

POLICY CONSIDERATIONS/DISCUSSION

None.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACT

Allan Zafft

Technical Advisory Committee

Monday, October 16, 2023

Regular Session

Item J3

Report on the Non-Motorized Subcommittee of Technical Advisory Committee

Staff Contact: Allan Zafft, MPO Program Manager

TAC Agenda Report
October 16, 2023

Agenda Item No. J3

ISSUE

REPORT: Non-Motorized Subcommittee of Technical Advisory Committee

BACKGROUND

In March 2016, the Technical Advisory Committee (TAC) approved to create a Non-Motorized Sub-Committee of the TAC. This committee was created to act as the advisory body to the TAC on the development of the GIAMPO Bicycle and Pedestrian Master Plan, which was adopted by the GIAMPO in August 2018. The Non-Motorized Subcommittee has not convened since May 2019.

In August 2022, the TAC approved the below changes to the Non-Motorized Subcommittee for its future meetings.

- The membership will consist of approximately 10-12 members, which includes representation from Nebraska of Department of Transportation, City of Grand Island, and community organizations.
- The subcommittee will convene approximately two to four times a year to discuss bicycle and pedestrian related activities, which include the status of the system and recommendation of projects for funding.

Three Non-Motorized Subcommittee meetings have been held since August 2022.

GIAMPO staff will provide an update on the Non-Motorized Subcommittee at the October 16 TAC meeting.

POLICY CONSIDERATIONS/DISCUSSION

None.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACT

Allan Zafft

Technical Advisory Committee

Monday, October 16, 2023

Regular Session

Item J4

Report on the Comprehensive Plan Update

Staff Contact: Chad Nabity, Regional Planning Director

TAC Agenda Report
October 16, 2023

Agenda Item No. J4

ISSUE

REPORT: Comprehensive Plan Update

BACKGROUND

The last significant update to the Hall County and Grand Island Comprehensive Plans was completed in 2004. Hall County Regional Planning Commission staff has secured funding from the City of Grand Island and Hall County to update the plans and regulations for these entities during the 2022, 2023 and 2024 fiscal years. It is expected that the process will take between 18 and 24 months from the time it begins.

In January 2022, the Hall County Regional Planning Commission released a Request for Qualifications (RFQ) to retain a consultant firm to provide professional services for Comprehensive Plan and Regulation Update for the City of Grand Island and Hall County. A Notice to Proceed was issued to Marvin Planning Consultants in April 2022. A kickoff meeting was held in June 2022 and open house meetings were held on October 25-27, 2022, January 31, 2023, and September 14, 2023. The project website is located at <https://tinyurl.com/gicomplan>.

The Comprehensive Plan is a blue print for growth in the community and is required if a community wishes to use zoning and subdivision regulations to impact how and where that development occurs. The 2004 plans were looking at a 20-year time frame, and this time horizon is nearing the end.

Hall County Regional Planning Commission staff will provide an update on the Comprehensive Plan Update at the October 16 Technical Advisory Committee (TAC) meeting.

POLICY CONSIDERATIONS/DISCUSSION

None.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACT

Chad Nabity