



GIAMPO - Policy Board

**Tuesday, February 27, 2018
4:00 pm @ City Hall - Community Meeting Room
100 E 1st Street, Grand Island, NE 68801**

AGENDA

1. Call to Order
This is a public meeting subject to the open meetings laws of the State of Nebraska.
The requirements for an open meeting are posted on the wall in this room and anyone that wants to find out what those are is welcome to read through them.
2. Roll Call & Introductions
3. Approval of Minutes from the December 12, 2017 Policy Board Meeting
4. Election of Vice-Chair
5. MPO Financial Update
6. Approval of MPO Targets for Safety Performance Measures
7. Next Meeting
8. Adjournment

***Special Accommodations:** Please notify the City of Grand Island at 308-385-5444 if you require special accommodations to attend this meeting (i.e., interpreter services, large print, reader, hearing assistance).*

GIAMPO – Policy Board

Tuesday, February 27, 2018

Regular Session

Item C1

Approval of Minutes from the December 12, 2017 Policy Board Meeting

Staff Contact: Jeremy Jensen, Mayor

GRAND ISLAND AREA METROPOLITAN PLANNING ORGANIZATION (GIAMPO)

MINUTES OF POLICY BOARD MEETING

Tuesday, December 12, 2017 at 4:00 pm
Grand Island City Hall – Council Chambers
100 E 1st Street, Grand Island, NE 68801

VOTING MEMBERS ATTENDANCE:

Jeremy Jensen, Mayor, City of Grand Island	Present
VACANT, City of Grand Island, Council Member	Absent
Chuck Haase, City of Grand Island, Council Member	Absent
Julie Hehnke, City of Grand Island, Council Member	Present
Mike Paulick, City of Grand Island, Council Member	Present
Wes Wahlgren (Kyle Schneweis designee) NDOT District 4 Engineer	Present
Gary Quandt, Hall County Board	Present
Doug Lanfear, Hall County Board	Present
Pat O'Neill, Hall County Planning Commission Chairman	Present

NON-VOTING MEMBERS ATTENDANCE:

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

*Matt Rief & Nick Weander of Olsson Associates

Mayor Jensen called the meeting to order at 4:01 pm. The Nebraska Open Meetings Act was acknowledged and roll call was taken. Mayor Jensen acknowledged the fact that Wes Wahlgren, NDOT District 4 Engineer, was the designee for Kyle Schneweis, Director of the Nebraska Department of Transportation.

Approval of minutes from the May 23, 2017 Policy Board Meeting

Motion by Quandt to approve the minutes from the May 23, 2017 meeting, seconded by Lanfear. Upon roll call vote, all voted in favor. Motion adopted.

Approval Recommendation of Final Draft TIP Amendment No. 1 to FY 2018-2022 TIP

Zafft informed the Policy Board that this amendment is required to add the Five Points intersection improvements to the TIP, with a project federal-aid amount of \$1.7M and a total project estimate of \$2.265M. The proposed Amendment No. 1 was made available for a 15-day public comment period from October 31 to November 15, 2017. No comments were received.

Lanfear commented that he is glad to see this intersection being looked at, as it is bad. He specifically mentioned the time of 3:30-4pm with school traffic, as well as truck traffic may not work for a roundabout. Collins noted this amendment will allow the option of doing this project; nothing has been designed at this point. The intersection is behind standards and does need to be addressed. Wahlgren stated NEPA requires a study and concepts to be laid out for safety funds to be used.

Motion by Paulick to approve Recommendation of Final Draft TIP Amendment No. 1 to FY 2018-2022 TIP, seconded by Quandt. Upon roll call vote, all voted in favor. Motion adopted.

Approval Recommendation of Final Draft TIP Amendment No. 2 to FY 2018-2022 TIP

Zafft stated this amendment adjusts the project federal-aid amount from \$7.3M to \$11.396M for I-80 improvements from Platte River west of Grand Island to Phillips, and the project total estimate from \$8.142M to \$12.708M. An amendment is required if the federal-aid amount of the project cost increases by 20% or \$2M. This proposed amendment was made available for a 15-day public comment period from November 22 to December 7, 2017. No comments were received. Wahlgren noted the bridge deck membrane at Phillips, S Locust, and Highway 281 interchange will be waterproofed to preserve the deck life. If this amendment is not approved an 8 mile construction zone will become 14 miles.

Motion by Lanfear to approve Recommendation of Final Draft TIP Amendment No. 2 to FY 2018-2022 TIP, seconded by Quandt. Upon roll call vote, all voted in favor. Motion adopted.

Approval Recommendation of Final Draft LRTP Amendment No. 3

Zafft notified the Policy Board this amendment is necessary due to the adjusted project costs for I-80 improvements from Platte River west of Grand Island to Phillips, as discussed earlier. Modifications in Chapter 7-Financial Plan and Chapter 9-Recommended Plant of the LRTP are required. The proposed amendment was made available for a 30-day public comment period from November 8 to December 8, 2017. No comments were received.

Motion by Wahlgren to approve Recommendation of Final Draft LRTP Amendment No. 3, seconded by Hehnke. Upon roll call vote, all voted in favor. Motion adopted.

Approval Recommendation of Amendment No. 3 to the TAC Bylaws

Nabity stated this amendment will add two entities as voting members to the TAC; Transit Program Manager, City of Grand Island and Central Nebraska Regional Airport Executive Director, as well as update the Nebraska Department of Roads Highway Planning Manager to Nebraska Department of Transportation Intermodal Planning Engineer or designee. This amendment will also change all the Nebraska Department of Roads titles to Nebraska Department of Transportation for existing voting or non-voting members.

This item corresponds with the following (TAC and Policy Board Bylaws) in Resolution No. 2017-15.

Motion by Lanfear to approve Recommendation of Amendment No. 3 to the TAC Bylaws, seconded by O'Neill. Upon roll call vote, call voted in favor. Motion adopted.

Approval Recommendation of Amendment No. 3 to the Policy Board Bylaws

Nabity stated this amendment will reduce the number of Policy Board voting members of the Grand Island City Council from four members to three, and will change the NDOR title to Nebraska Department of Transportation for an existing Policy Board voting member. Mayor Jensen questioned if the council member representation at 3 is sufficient, to which Nabity stated it is, as it provides a balance between City and County representatives. Wes asked if there would be an issue having an even number on the board, to which Nabity stated it should be okay, as not all members are usually present. There have been issues filling the four City Council spots, with two frequently vacant; as well as attendance which creates a problem in getting a quorum.

This item corresponds with the previous (TAC and Policy Board Bylaws) in Resolution No. 2017-15.

Joint motion with previous item by Lanfear to approve Recommendation of Amendment No. 3 to the Policy Board Bylaws, seconded by O'Neill. Upon roll call vote, all voted in favor. Motion adopted.

Financial Update

Zafft provided a GIAMPO financial update for State Fiscal Year 2017 - Entire year (July 1, 2016 to June 30, 2017) and State Fiscal Year 2018 - First Quarter (July 1, 2017 to September 30, 2017). This update is provided to the Policy Board for each quarter.

Approval Recommendation of Final Draft Summary Final Report for Regional Transit Study

Nick Weander of Olsson Associates gave a presentation of the final summary report, with the recommendation to keep the system running as is for the near future due to budget constraints. Ron Depue complimented the current service and is glad to see more being done to improve it. Education and communication to the public about the service were discussed amongst the board and Mr. Depue. Mr. Depue would like to see the City conduct a study

session, create a Transit Authority, and be creative with public/private partnerships to aid in the system improvements. Funding was noted to come from City, State and Federal, with percentages dependent upon the type of expense; operations is normally 75% Federal-State / 25% City.

The draft summary report had a 15-day public comment period from October 31 to November 15, 2017, which included a public meeting on November 9, 2017. One written comment was received, however this comment did not result in changes to the content of the draft summary report.

Motion by O'Neill to approve Recommendation of Final Draft Summary Final Report for Regional Transit Study, seconded by Paulick. Upon roll call vote, all voted in favor. Motion adopted.

Other Business

None

Next Meeting Date

The next meeting of the Policy Board will be on February 27, 2018 at 4:00 pm at City Hall.

Adjournment

There being no further business, Mayor Jensen adjourned the meeting at 5:07 pm.

GIAMPO – Policy Board

Tuesday, February 27, 2018

Regular Session

Item E1

Election of Vice-Chair

Staff Contact: Jeremy Jensen, Mayor

ISSUE

VOTE: Election of Vice-Chairperson

BACKGROUND

The Chairperson, Vice-Chairperson, and Secretary serves as the officers of the Policy Board for the Grand Island Area Metropolitan Planning Organization (GIAMPO). Article IV of the Policy Board bylaws specifies that the Vice-Chairperson shall be elected from the voting membership of the Policy Board annually for a term of one (1) year at the first regular meeting of each calendar year. The first regular meeting for calendar year 2018 is scheduled on February 27, 2018.

For calendar year 2017, Chuck Haase, Grand Island City Council Member, served as Vice-Chair.

POLICY CONSIDERATIONS/DISCUSSION

None.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

Nominate and elect Vice-Chairperson

STAFF CONTACTS

Allan Zafft

GIAMPO – Policy Board

Tuesday, February 27, 2018

Regular Session

Item E2

MPO Financial Update

Staff Contact: Allan Zafft, MPO Program Manager

Financial Update Unified Planning Work Program

State Fiscal Year 2018 – Second Quarter (October 1, 2017 to December 31, 2017)

Category	Total Budget	2nd Quarter Expenditure	Total Expenditure	Total Percent Expenditure
Unified Planning Work Program	\$ 9,292	\$ 426	\$ 426	5%
Transportation Improvement Program	\$ 10,464	\$ 1,625	\$ 2,158	21%
Public Participation Plan	\$ 14,222	\$ 1,687	\$ 4,259	30%
Short Range Studies	\$ 7,533	\$ 3,197	\$ 4,822	64%
Long Range Transportation Plan	\$ 19,490	\$ 3,250	\$ 9,404	48%
- Bicycle/Pedestrian Master Plan (Outside Services)	\$ 80,000	\$ 5,695	\$ 5,695	7%
Transit Planning	\$ 29,633	\$ 9,365	\$ 19,577	66%
- Transit Needs Study (Outside Services)	\$ 125,000	\$ 43,629	\$ 114,430	92%
Administration	\$ 34,129	\$ 7,057	\$ 12,561	37%
Total	\$ 329,762	\$ 75,932	\$ 173,332	53%

Work Completed for Second Quarter

- Continued work on the Regional Transit Needs Assessment and Feasibility Study (i.e. Draft and Final Summary Report, public open house meeting)
- Continued work on the GIAMPO Bicycle and Pedestrian Master Plan (i.e. BPAC meetings, interim bike/ped network report, interim support facilities and barriers report)
- Prepared Amendment No. 3 for the Long Range Transportation Plan
- Prepared and/or approved Administrative Modification No. 1 and Amendment Nos. 1-2 for the FY 2018-2022 Transportation Improvement Program
- Prepared materials for and/or held Transportation Advisory Committee meetings in October and November and Policy Board meeting in December
- Participated and attended transportation planning related meetings
- Prepared the Redesignation Agreement and Amendment No. 3 for the TAC Bylaws and Policy Board Bylaws to change the TAC and Policy Board voting membership
- Worked with Grand Island City staff on the 1 and 6 Year Road Plan for the City of Grand Island
- Processed NDOT crash data in relation to targets for safety performance measures

GIAMPO – Policy Board

Tuesday, February 27, 2018

Regular Session

Item E3

Approval of MPO Targets for Safety Performance Measures

Staff Contact: Allan Zafft, MPO Program Manager

ISSUE

VOTE: 2018 MPO Targets for Safety Performance Measures

BACKGROUND

The current and previous federal transportation bills, FAST Act and MAP-21, respectively, included a series of requirements for Transportation Performance Management (TPM). Since the passage of MAP-21, USDOT has worked through the federal rulemaking process to establish a series of performance measures and corresponding target setting requirements. Generally, the performance measures relate to national goals of safety, infrastructure condition, air quality, and transportation system performance.

Final USDOT rules related to TPM established 5 performance measures for traffic safety (see attached fact sheet). State DOTs were required to establish safety performance targets for all 5 measures by August 31, 2017. MPOs have the option of supporting the statewide targets, or establishing their own regional targets within 180 days of the establishment of state targets. State DOTs will update safety targets annually (by August 31), and with each update MPOs will have the option to (a) support the state targets, or (b) establish regional targets within 180 days. Therefore, all Nebraska MPOs must adopt safety performance measure targets by February 27, 2018.

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

- GIAMPO is a young MPO with limited staff and resources that is beginning to develop a planning data repository
- Need to determine the methodology to estimate annual vehicle miles traveled (VMT) for all public roads within the GIAMPO metropolitan planning area from 2012 to 2016, if GIAMPO would establish rate targets
- Need to process the accident data within the GIAMPO metropolitan planning area from 2008 to 2011 to determine the 5-year rolling average for 2012, 2013, 2014, and 2015 on the five performance measures for comparative purposes
- Need to further evaluate the trends in the GIAMPO region with the statewide trends

POLICY CONSIDERATIONS/DISCUSSION

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

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

The TAC approved the recommendation to support the state targets as the MPO safety performance targets for the GIAMPO metropolitan planning area on February 12, 2018.

RECOMMENDATION

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

STAFF CONTACTS

Allan Zafft

Metropolitan Planning Organization Safety Performance Measures Fact Sheet

Safety Performance Measures

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

How do MPOs establish HSIP targets?

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

MPOs establish HSIP targets by either:

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

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

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

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



U.S. Department of Transportation
Federal Highway Administration

FHWA-SA-16-084



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

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

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

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

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

When do MPOs need to establish these targets?

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

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

Where do MPOs report targets?

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

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

Assessment of Significant Progress

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



U.S. Department of Transportation
Federal Highway Administration

FHWA-SA-16-084



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

2018 Safety Targets for Nebraska Department of Transportation

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

Targets based on 5-year rolling average:

Performance Measure	Projected 2014-2018 Actual Avg.	Projected 2014-2018 Rolling Avg.	2016 Year End Actual Values	5-Year Rolling Average
				NDOT Target 2014-2018
Number of Fatalities	242.2	230	218	228.5
Fatality Rate	1.16	1.13	1.05	1.117
Number of Serious Injuries	1520.4	1467	1588	1520.4
Serious Injury Rate	6.96	7.39	7.67	7.386
Number of Non-motorized Fatalities and Serious Injuries	121.2	147	125	145.3

Below are the number of fatalities, number of serious injuries, and number of non-motorized fatalities and serious injuries within the GIAMPO metropolitan planning area (MPA) for 2012-2016 in comparison with the state and Hall County:

Number of Fatalities

Year	State	Hall County	Hall County - MPA	Merrick County - MPA	Total MPA
2012	212	6	3	0	3
2013	211	6	4	0	4
2014	225	6	2	1	3
2015	246	5	3	0	3
2016	218	5	2	0	2

Number of Serious Injuries

Year	State	Hall County	Hall County - MPA	Merrick County - MPA	Total MPA
2012	1669	61	48	0	48
2013	1533	39	29	0	29
2014	1623	50	33	4	37
2015	1524	43	30	0	30
2016	1588	64	51	1	52

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

Number of Non-motorized Fatalities and Serious Injuries

Year	State	Hall County	Hall County - MPA	Merrick County - MPA	Total MPA
2012	152	4	4	0	4
2013	140	2	2	0	2
2014	137	7	7	0	7
2015	148	3	3	0	3
2016	125	5	4	0	4

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

GIAMPO RESOLUTION NO. 2018-1

Grand Island Area Metropolitan Planning Organization

A Resolution the MPO Targets for Safety Performance Measures

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

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

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

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

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

WHEREAS, the Nebraska Department of Transportation is to adopt safety performance measures in their Highway Safety Improvement Program by August 31, 2017; and

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

WHEREAS, the MPO Policy Board will adopt to support the 2018 targets for the Nebraska Department of Transportation; and

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

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

Transportation 2018 targets for safety performance measures as identified in Exhibit A.

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

Certification:

The foregoing resolution was approved by the Grand Island Area Metropolitan Planning Organization Policy Board at its regularly scheduled meeting on February 27, 2018.

By:

Attest:

Jeremy Jensen, Mayor / Chairperson

John Collins, Public Works Director

Exhibit A

NEBRASKA HSIP PERFORMANCE MEASURES - Baseline 2016 - Target Goal 2018						
HSIP PERFORMANCE MEASURE	Projected 2014-2018 Actual Avg	Projected 2014-2018 Rolling Avg.	2016 Yearend Actual Values	5-Year Rolling Average		
				NDOR	Target 2018 ^A	Actual 2011-2018 ^B
Number of Fatalities	241.2	230	218	228.5 *		222.4
Fatality Rate	1.16	1.13	1.05	1.117 *		1.122
Number of Serious Injuries	1520.4	1467	1588	1520.4		1585.0
Serious Injury Rate	6.96	7.39	7.67	7.386		8.006
Number of Non-motorized Fatalities and Serious Injuries	121.2	147	125	145.3 *		140.4
* 2018 Nebraska HSIP Target set on a reduction of the current increasing trend by 1%						